The Largest Circulation of any Foreign Daily in the Far East

THE CHINA PRESS

大陸報

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PEKING IS EXCITED AT SURPRISE VISIT FROM KANG YU-WEI

Noted Monarchist Is Guest Of Chang Hsun; Denies Political Business

FENG UNPOPULAR

Southerners Strongly Condemn Him For Not Supporting President

Reuter's Poetic Service to The China Press

Peking, June 30.—Mandates accept the resignations of Chang Yao-tseng and Ku Chung-hsiu, who left for the South some time ago and appoint Chiang Yung, Li Sheng-to and Lung Chien-chang as acting Ministers of Justice, Agriculture and Commerce and Communications respectively. It is understood that these new Ministers are somewhat displeased at being appointed merely in an acting capacity, whereas General Wang Shih-chen has been appointed full Minister.

Lung Chien-chang was formerly Director-General of Telegraphs and then Civil Governor of Yunnan till the commencement of the rebellion in 1915. He left for the South yesterday and it is believed that he is going to Shanghai to confer with certain prominent politicians.

Much interest has been aroused by the arrival in Peking on Thursday of the well-known monarchist Kang Yu-wei. At first, he stayed at General Chang Hsun's residence, but, later, he removed to a small temple in the northern part of the city. It is stated in some quarters that his visit is connected with the movement to restore the monarchy, but Kang Yu-wei declares that his trip has nothing to do with political affairs.

General Chang Hsun's active recruiting in Shantung and Anhui has resulted in numerous requests from various provinces for permission to increase their provincial troops. These requests are greatly embarassing the Ministry of War.

Canton, June 30.—Leading Republicans arriving in Canton, interviewed, express strong condemnation of Vice-President Feng Kuo-chang, for not being willing to support President Li Yuan-hung and allowing General Chang Hsun and the other military leaders to coerce the President. Republicans sincerely hope that civil war will be avoided.

A mass-meeting of Canton citizens has organised a Citizens Committee of thirty members, to aid the Government to protect the Republic and the Constitution. Senator Feng Tsi-yu was elected chairman.

Civil Governor Chu Ching-lan will probably remain in office. Tuchun Chen Pin-chun has arranged that he shall keep under his control twenty yings of gendarmerie, thus modifying the original scheme to release the Civil Governor from all military command.

The ex-Tutuh, Hu Han-min, has returned from Kwangsi. Many former revolutionists are here.

Kwangtung Force in Kiangsi; Martial Law At Changmeng

Reports were given out by the military staff of Nanking that the Kwangtung troops have penetrated Kiangsi through Nanhsun and arrived at Meiling. The movement forms a part of the general scheme of military operations of General Li Lieh-chun.

The punitive expedition is also nearing Fukien. The city of Changmeng has been declared under martial law. Li Hua-chi, the Fukien Tuchun, has wired to General Tsao Kun of Chihli for the loan of 5,000 soldiers and has also despatched several of his military adjutants to interview Chang Haun's secretary in Peking for re-inforcements.

Duma Holding Out Against Dissolution

(Reuter's Agency War Service)

Petrograd, June 29.—At a private meeting, the Duma declined to comply with the demand made by the soldiers for its dissolution.

Advancing Along Two Mile Front, British Enter Avion, Making Numerous Captives

1,200 German Shells Hurled Into Rheims, Some Hit Cathedral; Germans Active On Aisne Line

(Reuter's Agency War Service)

London, June 29.—Field Marshal Sir Douglas Haig reported yesterday evening: We made considerable further progress southward of the River Souchez and captured a number of prisoners. Our line in this area again advanced on a front of two miles, reaching the outskirts of Avion.

We brought down three and drove down four enemy aeroplanes. Four of ours are missing.

Sir Douglas Haig reported today: Yesterday evening, we attacked and captured the German forward position on a front of 2,000 yards, southward and westward of Oppy. We gained the whole of our objectives and took a number of prisoners and machine-guns.

We continue to gain ground southward of the River Souchez, on a wide front and have entered Avion. We took more prisoners and six machine-guns here.

We repulsed a raid northward of Cherisy and carried out a successful raid, south-eastward of Loos.

Paris, June 29.—The official communique issued yesterday evening reported: There has been an intermittent enemy bombardment at various points, which was vigorously countered, especially on the left of the Meuse. 1,200 shells were thrown into Rheims, eight of which hit the Cathedral.

The communique this afternoon reported: The enemy were very active in the night-time on the Aisne front, following up a violent bombardment by very lively attacks in the region of Cerny, south-east of Corbeny and north-east of Rheims. All their attempts were shattered by our fire, or thrown back by our counter-attack and our positions were maintained.

The struggle was particularly lively in the region of Cerny, where the enemy attacked several times at two different points. Fractions of the enemy obtained a footing in our first line, north-east of Cerny, but an energetic counter-attack drove the Germans out. They left numerous dead and some prisoners.

There has been a very intense artillery duel on the left bank of the Meuse, in the region of Avocourt Wood and Hill 304. After a violent bombardment, the Germans yesterday evening powerfully attacked with special storming troops, on a front of two kilometers, west of Hill 304.

Our fire disorganised the attacks, which gained a footing at some points in our first line. Another attempt made by the enemy, east of Hill 304, this morning, was completely repulsed.

In their brilliant victory in the Hurtebise sector of Chemin-des-Dames, reported yesterday, the French troops took a strong position known as the Dragon's Cavern. This comprised a formidable and mysterious combination of trenches, with deep underground galleries reaching the length of the whole Plateau. Numerous entrances and exits permitted the enemy to prepare counter-attacks and, from tunnels which reached to the surface, they were able to keep up a murderous machine-gun fire.

The Division Gaucher, in which Vosges, Nivernais and Maconnaess infantry rivaled in courage the famous Chasseurs-a-Pied, received the order to attack the German trenches encircling the system known as "The Finger of Hurtebise." The base of this system was the Dragon's Cavern.

As the French troops advanced, they were held up a little on the left, but the opposition was soon overcome and all their objectives were obtained and held. The exist of the galleries had been practically demolished by the shells of the French artillery and they were now surrounded by French grenadiers.

The garrison, threatened with asphyxiation and the falling-in of the roof, were forced to come out, their officers leading the way. The men, happy at their escape, cried: "The war is finished!" and threw their caps in the air with unconcealed joy.

When, from his observation post, the French General in command saw the men of his regiments leaping out of their trenches, in fine order and with irresistible dash, he cried: "Ah! Brave men; always the same as on the first day!"

AUSTRIA'S POLITICAL TROUBLES INCREASING

Czechs And Slavs Demand Separation in Both Halves Of Monarchy

(Reuter's Agency War Service)

London, June 29.—News from Austria indicates that her political and racial troubles have grown more acute. The Czech and Slav deputies in the Reichsrath continue to attack the Government bitterly and they demand the establishment of separate States in both halves of the monarchy, as the only solution of the racial tangle.

The censorship in Austria is suppressing the more violent speeches against the Government and also further news of the revolutionary movement in Bohemia.

Mesopotamia Report Doesn't Hit Present

Late Changes Inspire Confidence, Says Times; Credit Is Due To India

(Reuter's Agency War Service)

London, June 29.—It is understood that no resignation has been tendered up to the present in connection with the report of the Mesopotamia Commission.

The military correspondent of The Times remarks that the report refers to the past and not to the present. More changes have since occurred which are calculated to inspire cheerful confidence.

India is doing more than she is given credit for and larger changes are contemplated, both for India and the Indian Army, which proves that a new spirit has arisen. Events in Russia have radically changed the position of General Maude in Mesopotamia, which presumably engaged the earliest attention of the Government.

REQUIRE LICENSE FOR RAW COTTON DEALING

Rationing Is Practically Certain; Government Looks After All Stages

(Reuter's Agency War Service)

London, June 29.—The Board of Trade has prohibited dealings in raw cotton, except under licence. The conditions under which licences will be granted may include regulations regarding the maximum price, but this shall not apply to the sale of parcels of cotton the purchase of which has been previously contracted for, so as to reduce the selling-price of such parcels below the amount necessary to give a reasonable profit.

All importers, dealers in raw cotton and cotton-spinners must comply with any direction of the Board of Trade regarding the sale, disposal, delivery or use of raw cotton.

Rationing of raw cotton and a reduction in the output of yarn and cloth are regarded as practically certain. Probably a census of the stocks of cotton, yarn and cloth will be one of the first steps taken by the Board of Control.

In the House of Commons, today, Mr. George Roberts said that the output of the Lancashire cotton mills had been affected by labor and other difficulties, the import of cotton recently had fallen below the point necessary to meet the full demands of all the mills and stocks consequently were being depleted. The Government is taking steps to increase the imports of cotton as far as possible and a Board of control would be empowered to control the distribution and use of cotton.

Conqueror Of East Africa And His Staff

GEN. SMUTS & STAFF. ©INTERNATIONAL.

One of the many great heroes of the war who has been crowded to the background of public notice until recently is General Smuts, known in Britain as the conqueror of German East Africa.

The photograph shows him surrounded by members of his staff. The figures, reading from left to right, are: Brigadier General J. Collyer, Lieutenant C. H. R. Hull (standing), General Smuts, Captain F. H. Heron (standing), and E. F. Lane.

New Greece Regards Country As At War With Central Powers

Hostilities Not Yet Declared But Recall Of Diplomatic Representatives Imminent

(Reuter's Agency War Service)

Athens, June 29.—Though war has not yet been declared, the Government considers that a state of war exists since its advent to power, yesterday and the recall of the Greek diplomatic representatives accredited to the Central Powers and their allies is imminent.

July Fourth Service At Union Church Today

The Rev. F. L. Hawks Pott Will Preach Special Sermon This Morning

Religious services in observance of the Fourth of July will be held this morning at 11 o'clock in the Union Church, the Rev. F. L. Hawks Pott, D. D., president of St. John's University, being the preacher.

In addition to the sermon, which will be on a subject appropriate to the occasion, there will be a special musical program. Mrs. Frederick G. Ashley will be the vocalist. The services will close with the singing of "America."

Norway Is Expecting Rautenfels Will Be Put Upon His Trial

Also Looking For Explanation From Berlin; Official Privileges Violated

(Reuter's Agency War Service)

Christiania, June 29.—The Foreign Minister, in a statement to the Storthing, today, confirmed the worst stories of the importations of explosives by German agents. He stated that the shells and other explosives found in luggage belonging to Baron Rautenfels, who was a German Imperial courier, had been imported by him into Norway in parcels and trunks, which were stamped with the seal of the German Foreign Office.

Baron Rautenfels had returned to Germany, where the Norwegian Government presumed he would be prosecuted criminally, because, in such cases, international law stipulated that a diplomatist must be prosecuted in his native country. The Norwegian Government was also expecting an explanation from the German Government.

Sino-American Problems Are Discussed At Tiffin

Mr. H. E. Cole Of New York And Mr. T. F. Millard Address China Association

Seventy-five members of the American Association of China gathered at the Carlton Cafe yesterday at a tiffin in honor of Mr. H. E. Cole, a member of the executive committee of the American Asiatic Association of New York and a director of the Standard Oil Company, who has been visiting in China. Mr. Cole is known to many people in the Far East, having formerly been manager of the Standard Oil Company offices in Japan.

Mr. W. S. Fleming acted as master of ceremonies at the tiffin and the two speakers were Mr. Cole and Mr. Thomas F. Millard.

Mr. Cole spoke chiefly of the new organ of the American Asiatic Association, "Asia," and the part it and the association are playing in the attempt to foster American interests in China.

"For some time the association has published a monthly bulletin of stereotyped material containing statistics and material of that nature," he said, "and the question of improving the journal came up in connection with the formation throughout the country of Chinese-American and Japanese-American chambers of commerce.

"It was then proposed to condense all these activities, as it were, by the formation of this magazine. I think you will agree with me that the magazine as represented in its first three issues speaks for itself and that it is a credit to the association and the nation."

Mr. Cole then went on to talk of the purposes of the American Asiatic Association and to urge the China branches to become more closely affiliated with its activities.

"The position of the association is a responsible one," he said. "Our New York committee is extremely anxious to foster American trade in the Orient and to do everything in its power to help the men in the Orient who are actually on the firing line.

"I suggest that the China branches correspond more frequently with the New York association, that all possible suggestions for the improvement of trade, criticism of the association and so forth be sent us. If I may take the liberty of making a further suggestion, it is that you extend your efforts beyond Shanghai to the other places in China and take in the Americans in North China and all the outports. But above all, whatever you do, as Americans stand together."

Mr. Millard spoke on the needs of American publicity in China and proper publicity for China in America.

"My work for twenty years has been in the international journalistic field," he said. "For most of that time I have been convinced that America has been placed at a disadvantage in the way things were being done and for more than ten years have devoted myself to an effort to accomplish changes."

Mr. Millard told how nearly ten years ago he made a report to the Chinese government at the request of Mr. Tong Shao-yi on the relation of American publicity and China. A similar report was made to the American State Department at the request of the then Secretary of State, Mr. P. C. Knox. Other efforts he made while in the United States.

He closed with the expression of his hope that the new magazine "Asia" would give China fair play in the discussion of Far Eastern politics notwithstanding the propaganda in America of another nation. He cited cases where that propaganda had been responsible for China's case being unfairly presented and he urged Americans in China to inform themselves better on Oriental politics and to make themselves competent to wield influence on opinion at home.

American Club's Plans For July 4 Completed

The American Club, which is moving into its new quarters at No. 31-a Nanking Road on July Fourth, has now completed plans for its opening reception. Immediately after the official reception at the Consulate, the club members will be at home to all Americans and their friends. From one to three in the afternoon a buffet tiffin will be served. The new quarters will be specially decorated for the occasion. Work has been proceeding night and day for the last two months in order that the new premises might be in readiness by July Fourth.

Brazil's Neutrality Is Finally Revoked

(Reuter's Agency War Service)

Rio de Janeiro, June 28.—Brazil has revoked her decrees of neutrality in the war between the Allies and Germany.

DIVERS FOR E. INDIES

(Reuter's Agency War Service)

The Hague, June 29.—The Navy Department has signed a contract with the Scheldt Company of Flushing for the construction of three submarines for the Dutch Indies.

LLOYD GEORGE IN STIRRING SPEECH EULOGISES KING

Sovereign Is Working As Hard As Any Man In Realm, He Says

TRIBUTE TO U. S.

Her Help Assures More Complete Victory Than Had Hoped For

NO EARLY PEACE

No Guarantee Of Continuance On Terms Offered By Opponents

(Reuter's Agency War Service)

Glasgow, June 29.—The City of Glasgow conferred its freedom on the Premier, Mr. Lloyd George, at St. Andrew's Hall, today, amid scenes of the greatest enthusiasm. The Premier received a great ovation, especially from women munition-makers.

Responding, Mr. Lloyd George said that the ship of State was in a hurricane and all the efforts, skilled patience, courage and endurance of all on board would be needed to avoid foundering, "but, with the cooperation of everybody, we will guide it through."

He emphasised that Great Britain was not responsible for the war, was not the Jonah of the storm. The German allegations that Britain wickedly provoked the conflict were a very foolish travesty of the facts.

Doubtless the startling developments in Russia had modified the situation this year temporarily to the Allies' disadvantage, but permanently for the better. What had happened on the west front showed what could have been accomplished this year if all the Allies had been ready to bring an all-round pressure to bear.

Allies Never Stronger

The training, experience and equipment of their army was infinitely better than it had ever been and they now possessed the finest collection of trench-pounding machines ever seen.

The Russian Revolution had postponed their victory, but Russia would emerge more formidable than ever, ensuring not only a more complete, but also a more exalted victory than it had been possible to contemplate before. Meanwhile, France, Italy and themselves had to bear the greater share of the burden.

"But for our great efforts, a catastrophe would have overtaken the democracies of the world. The strength of Britain flung into the breach has once more saved Europe and human liberty.

Eulogises U. S. Help

"Russia is gaining strength daily. It never had a better government. America is beginning to send her valiant sons to the battlefield of Europe around the standard of Liberty. That is why a more complete victory is more assured than we had hoped.

"Victory is assured under two conditions: firstly, submarinism must be defeated, or kept within bounds. The toll is heavy and will probably compel further restrictions in some trades and perhaps hardships. However, after carefully reckoning possibilities, the Government has come to the conclusion, on the best advice, that submarines cannot starve us nor drive our armies out of the fields abroad.

Our losses in May and June, although heavy, were hundreds of thousands of tons beneath the forecast made by the Admiralty. We are beginning to get them. Arrangements have been made for frustrating them and destroying them."

Here Mr. Lloyd George paused and the audience anticipated a revelation, but no secret was disclosed. Proceeding, the Premier said: "I have no hesitation in saying that, if we all do our part, submarines will be as great a failure as Zeppelins. You may be driven to eat less wheat and more barley and oats. We are running the war on the stock of energy drawn from that food.

'Let All Pull Together'

"If employers and workmen pull together and pull with all their might between them they will see us through."

The army is invincible—it cannot be between—and the army is now the people. The moral of nations must be kept up. I cannot see any slackening or indolence anywhere.

"There is one man who is working as hard as any in the country and he is the Sovereign of the realm." (The vast audience cheered and cheered again and vociferously sung the Anthem, accompanied by the organ.)

The speaker continued: "I am sure His Majesty will appreciate the fact that the citizens of Glasgow realise the contribution he is making to the work of the nation under these trying conditions.

"If the nation does not get rattled, keeps steady and endures to the end, victory is as assured as the rising of the sun tomorrow. In my judgment, the war will end when the Allies reach the end they set out to attain when they accepted the German challenge to civilisation. If it ends a single hour before, it will be the greatest disaster that ever befel mankind.

Scouts German Peace

"I hear people say that Germany is ready to give us a satisfactory peace. Undoubtedly, you can have peace now at a certain price, for undoubtedly Germany wants peace, but it is a peace that would give her economic and other control over the countries she has invaded."

Alluding to Mesopotamia, the Premier said that, once the Garden of Eden and the granary of the world, it was now, under Turkish rule, a wilderness. What would happen to Mesopotamia must be left to the peace congress, but it could never be restored to the blasting tyranny of the Turk. The same observation applied to Armenia.

Regarding the fate of the German colonies, their peoples' desires and wishes must be the dominant factor. The untutored peoples would probably want gentler hands than the Germans to rule them.

The Premier continued. "Is there any desire on the part of Germany to settle on these essential terms? The Austrian Premier has repudiated the principle that nations must control their own destinies, but, unless this principle is effected, not only will there be no peace, but, if you had peace, there would be no guarantee of its continuance. A peace framed on an equitable basis would not be broken by the nations and an abiding peace will be guaranteed by the destruction of Prussian military power.

Democratise Germany

"The best guarantee would be the democratisation of the German Government. No-one wishes to dictate the form of their Government, but we would enter into negotiations with a democratised Germany in a very different spirit, attitude and temper from a Germany dominated by the aggressive and arrogant spirit of Prussian militarism. The Allied Governments would be acting wisely if they drew that distinction in their general attitude in any discussion of the terms of peace."

The Premier concluded: "Europe is again being drenched in the blood of its bravest and best, but do not forget that there have been a great succession of hallowed causes. They are the stations of the Cross on the road to the emancipation of mankind.

"I appeal to the people of this country and beyond that they continue to fight for the great goal of international rights and international justice, so that never again shall brute force sit on the throne of justice nor barbarian strength wield the scepter of liberty."

'The Climax:' By the Frawley Co.

By Domino

It will be with a good many regrets that we shall have to say au revoir to the Frawley Company next week. For over a month, they have occupied the Lyceum Theater and have also been able to draw excellent houses, despite the hot weather. There were many that said that a company coming to Shanghai at this time of the year would not be able to entice people to come indoors and sit still with the thermometer standing between 90 and 100.

Well, the Frawley Company have done the deed and they have done it through sheer good work. Every member of the company is a capable player, but it may come as a surprise to a good many to know that, day after day—Sunday as well—the company have gathered on the stage and for hours and hours have worked to make their shows go with the evenness which has characterised them. Halliday told me one day (he was in his shirt sleeves) that all the cast took their work seriously and their popular boss left nothing to chance. That is the secret, above everything else, that has made the Frawley Company the best balanced band of players that Shanghai has seen for many a long year.

Just consider for a moment the plays that they have made good in during the last thirty days—"Fair and Warmer," "The Outcasts," "Jerry," "Twin Beds," "Bought and Paid For," "Paid In Full," "Under Cover," "The Wolf."

And now we are to have the opportunity of seeing one of the finest written plays of the last decade, and I refer to "The Climax."

There are a good number of novel features about "The Climax" and one of them is Mrs. Isenman. We know the lady, both as a gifted vocalist and a first rate actress. She has been tested many times and never has she been found wanting. I remember her in "Mignon" and her glorious voice and her powerful acting had much to do with the deserved success of the venture. Recently, we have had the pleasure of seeing her take a rather difficult part in "Passers-By" and here again she proved herself to be a most accomplished actress. Now comes "The Climax."

Edward A. Locke's three-act play ran for considerably over a year in New York and it had a fine season in London. As a matter of fact, the play never had a real chance in the English capital. Frohman cast it badly and gave the lead to an actress who had not the first idea of singing, and yet it went.

Frawley is not going to make the same mistake. When he arrived here first, he was anxious to take the script of this play from his bag and give the Shanghai audience a peep at it. Well, he has lots of good people in his company, but he needed a Miss Eva Lang and a Madam Tetrazzini rolled into one. Now, Mrs. Isenman would not like me to even hint that she possesses in full the qualities of both these gifted people and yet she does combine them to a very large extent.

Frawley heard of her and he went right after the lady and his Irish eloquence and the appeal of charity succeeded and so we shall see amateur and professionals playing in harmony on Tuesday next in "The Climax."

The play has no problem about it, but, from start to finish, it holds the interest. I had the pleasure of seeing a rehearsal yesterday morning (what was the temperature?) and, judging from the work of the four people who carry the story, it is already an artistic success. Whether it is a financial success depends upon the taste of the Shanghai playgoer. That playgoer likes a good thing and to bet that "The Climax" will draw in dollars (a goodly number for war funds) will be backing a certainty.

The story deals with a professor who has a pupil with a fine voice. He also has a son and into the family party a doctor is introduced. Son and doctor are both in love with the pupil. The old professor and the son are keen on bringing before the footlights their promising singer, but the doctor has no time for the stage and does all in his power to dissuade the lady from seeking histrionic triumphs.

He would have her occupy an honored place in his home. There are voice trials, throat operations, a dramatic loss of the voice and then an unexpected recovery and an altogether original climax. Then down comes the curtain.

You will like it—you cannot help yourself. The play is good, very good indeed and on top of this it has four players who thoroughly understand their parts. Mrs. Isenman has the part of the pupil and, without saying too much, I can prophesy an absolute triumph for her.

Reynolds Denniston becomes a bigger favorite every time we see him. I fancy that, as the old professor, he will exceed all the good work he has already done. Halliday is the son and somewhat of a genius. His portrayal is the work of a genius.

Homer Barton has a difficult part and different to anything we have so far seen him in. The way he convinces one only proves him to be as versatile as he is clever.

This all sounds glowing, doesn't it, but it is all true and you will agree with me when you see Frawley's final production—"The Climax."

CANTON'S TROUBLES

Reuter's Pacific Service to The China Press

Canton, June 29.—Weavers here will soon be out of employment, because the tax on cotton cloths has been increased and, therefore, manufacturers are closing down. The authorities are investigating the matter.

BRITAIN TAKES STAND DUTCH POTATO TRAFFIC

Willing to Forego Tubers From Holland Provided Germany Gets None

(Reuter's Agency War Service)

Amsterdam, June 29.—The British Legation has issued a communication to the Dutch press, explaining the position regarding exports of potatoes from Holland. It emphasises that the remedy for any deficiency of potatoes in Holland rests entirely with the Dutch parties interested, for the Anglo-Dutch agreement merely provides that, before any potatoes are exported to Germany, a fixed quantity should be exported to Great Britain.

The whole of the present trouble has arisen from the anxiety of interested parties in Holland to supply Germany, because this action brings the agreement into force and creates a local shortage. The communication lays stress on the fact that Great Britain is quite willing to take no potatoes from Holland provided none go to Germany.

AMERICAN RED CROSS CONCERT RAISES $3,000

Notwithstanding the torrid weather, the Olympic Theater was well filled last night for the concert given by Miss Bessie May Abbott, and several local artists, for the benefit of the American Red Cross of Shanghai. The concert was given under the patronage of Hon. Thomas Sammons, the American Consul-General and the Allied consuls-general, including Messrs. D. Siffert, Consul-General for Belgium, A. Ariyoshi, Consul-General for Japan, Sir E. D. H. Fraser, H B. M.'s Consul-General, V. Grosse, Consul-General for Russia, G. de Blanck, Consul-General for Cuba, G. de Rossi, Consul-General for Italy, J. R. de Oliveira, Consul-General for Portugal and Henry A. Wilden, Consul-General for France.

The assisting artists were Mrs. G. S. Morse, violin obligato, and Messrs. M. Speelman, V. Meyer, R. A. Curry and M. D. Silas. All were at their best and the house was most enthusiastic in its demands for encores. Special thanks are due to the accompanists, Mrs. Sidney Powell, and Messrs. Vladimir Muhlen and D. J. Donne.

During an intermission Consul General Sammons announced that the total sum realised would be in the neighborhood of $3,000 Mex., which at present exchange tops Miss Abbott's Manila figure of Pesos 3,000. Mr. Sammons said that he hadn't expected any such sum, in fact, he had rather counted on something like $1,000 being realised. He was therefore most thankful to the Allied consuls, to Dr. Findley who kindly consented to manage the concert and to all the ladies who had helped him; and especially to Miss Abbott and the other artists who had given all present such a real treat.

At the end Miss Abbott sang "Tenting Tonight," "Dixie" and "The Star Spangled Banner" amid great enthusiasm.

Mail Notices

MAILS CLOSE

For Japan:—
Per N.Y.K. s.s. Omi Maru July 2
Per N.Y.K. s.s. Kasuga M. July 5
Per R.V.F. s.s. Simbirsk July 6
Per N.Y.K. s.s. Chikuzen M. July 7
Per N.Y.K. s.s. Chikugo M. July 10
For U.S., Canada, and Europe:—
Per T.K.K. s.s. Persia Maru July 6
Per T.K.K. s.s. Korea Maru July 20
Per P.M. s.s. Colombia .... July 21
For Europe:—
Per N.Y.K. s.s. Mishima M. July 8
Per N.Y.K. s.s. Suwa Maru July 22

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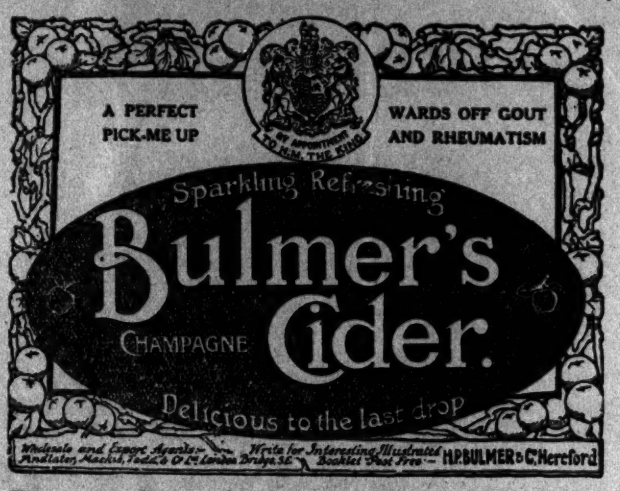
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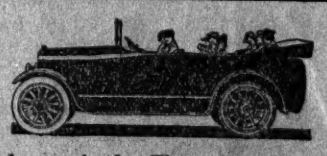
THE GREAT  KING-EIGHT

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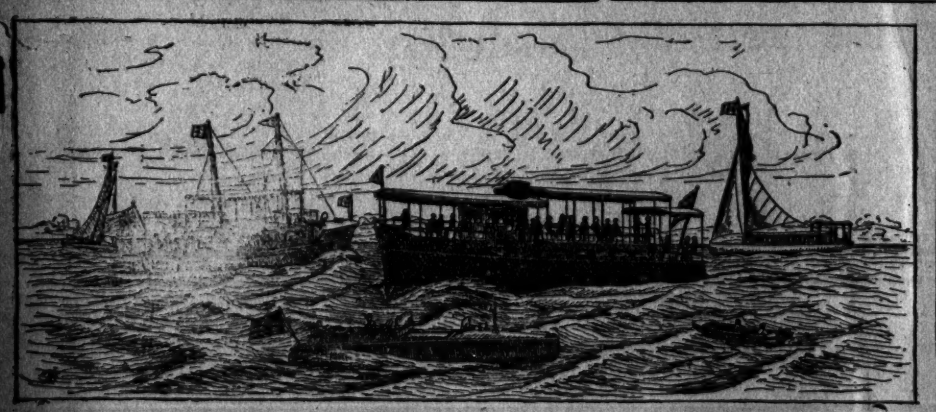

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ABSOLUTE PURITY ensured by up-to-date methods of filteration.
A PURE SPARKLING crisp NATURAL MINERAL WATER.
Valuable health properties not to be obtained in ordinary waters.
PRICE which puts it within reach of all.

This water possesses a smooth, soft taste possessed by no other mineral water, and mixes well with wines or spirits.

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for his children, if he does not provide for all those dependent on him, and if he has not that vision of conditions to come, and that care for the days that have not yet dawned which we sum up in the whole idea of thrift and saving, then he has not opened his eyes to any adequate conception of human life. We are in this world not to provide for ourselves, but for others, and that is the basis of economy."

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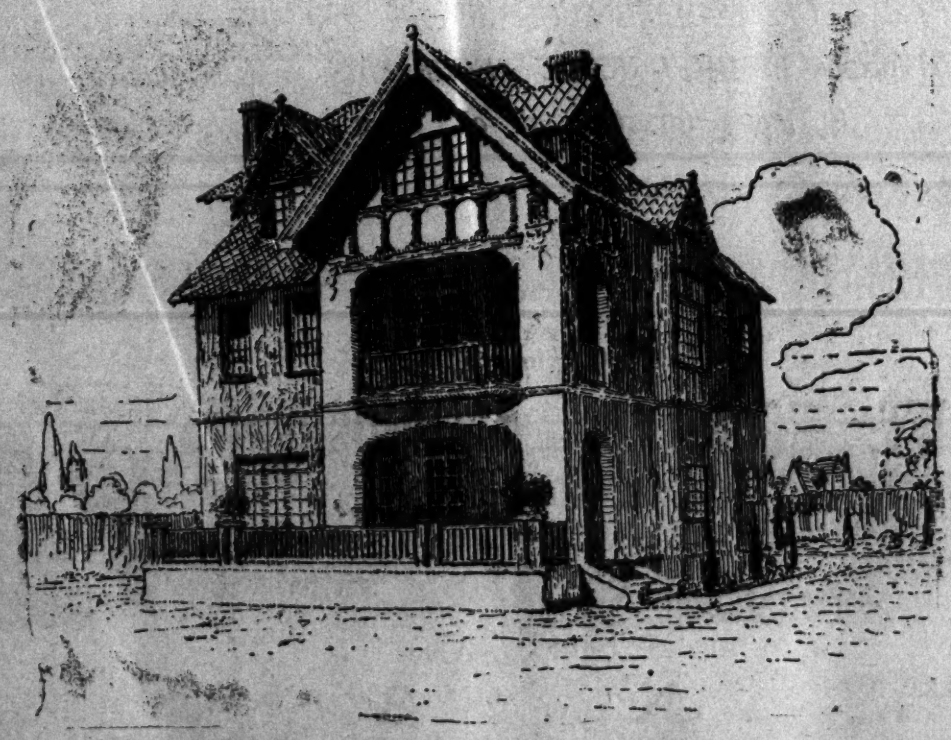

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WILL NOT NEGOTIATE WITH GERMANY NOW

Cecil And Asquith Say No Guarantee Against Annexations Can Be Given

SYMPATHISE WITH RUSSIA

German Colonies Cannot Be Restored; Must Liberate Oppressed

London, May 16.—A resolution welcoming the declaration of the new democratic Government of Russia "repudiating all proposals for imperialistic conquest and aggrandisement" was move in the House of Commons today by Philip Snowden, Socialist member for Blackburn. It was voted down without division after application of the closure. The resolution called on the Government "to issue a similar declaration in behalf of the British democracy and to join with the Allies in restating the allies' terms in conformity with the Russian declaration."

Mr. Snowden, whose declarations were supported by a small group of pacifists, said that if Great Britain was going to maintain its alliance with Russia it would be necessary for it to put itself into line with the policy of the new democratic Russian Government. It was perfectly clear, he said, that the mind of the Russian democracy was now concentrated on peace, and that this object would be pursued.

The necessity of voting down the resolution was explained by Lord Robert Cecil as a technicality, inasmuch as it presented an amendment to the Consolidated Fund bill, and expressions of regret that the House should thus be compelled seemingly to slight Russian aspiration were voiced by Lord Robert, former Premier Asquith, and others, who declared their sympathy with Russia, but deprecated the views of the small body of pacifists moving the resolution in such a manner as necessitated its rejection.

Lord Robert Cecil, on behalf of the Government, and Mr. Asquith were emphatic in their statements that it was impossible at the present stage to enter into negotiations with Germany, and declared that the war aims of the Entente Allies as previously announced still held good.

Paying warm tribute to the manner in which the Russian revolution had been brought about, Lord Robert, commenting on the Socialist plan for peace with annexation, alluded to the German colonies.

"While it is true," he said, "that we did not take them in order to rescue the natives from German rule, but as part of the war operations, having rescued them, are we going to hand them back?" [Cheers.]

He then read a long account of the shocking treatment suffered by the natives in both German East Africa and German West Africa, and said: "If there is any measure of success in the war, I should regard with horror the idea of returning natives, who have been freed from a Government of that kind."

Then there were Poland, Alsace-Lorraine, and Italia Irredenta. Could Great Britain commit herself to a policy of non-annexation in these cases? Lord Robert referred to Turkish cruelty and oppression in Arabia, Armenia, and Syria, and said he wished to impress upon Mr. Snowden and his friends that, while there might not be good ground for going to war to accomplish acts of reparation and justice, yet, having done that by war, the nation could hardly be asked to abandon the fruits of such desirable achievements.

Then what about Belgium, Servia, and Northern France and the destruction of peaceful merchant ships? Was there to be no reparation? He ridiculed the suggestion that the Allies should enter into peace negotiations with Germany. He found no indication in the German Chancellor's speech of an inclination even to state the terms of peace Germany was ready to accept, and until the spirit which characterised the Chancellor's speech was exercised it would be ludicrous and undignified on the part of the Allies to discuss terms with Germany.

So far as he was able to judge, the same thing had happened to Germany as had often happened before. There was a popular movement and a popular demand for reform, and an appearance of yielding by the Government. Then followed a protest, generally couched in offensive terms, by the Junkers, and than an immediate surrender to the Junkers.

"We at any rate," said Lord Robert, "are dtermined not to accept a peace that will be no peace. The peace that we accept must be a peace that will be durable. I have always been an adherent of the idea of a league of nations, but such a league must be founded upon a sound, just, and equaitable basis."

Mr. Asquith also said he regretted the resolution had been moved in such form that it must be rejected. He said the people of Great Britain were in sympathy, as far as they understood the purport of the announcement made by the Russia Government, with its aims and views in the war and its conditions for a durable peace.

If the war was to end in an honorable peace there must be annexation, continuing the emancipation of the enthralled populations who were laboring under despotism, and retention of strategic positions as safeguards against future attacks might be necessary.

"When the Russian Government asks us to join them in a non-annexation policy it must be in the limited sense of no acquisition or extension of territory for political or economical aggrandisement," said Mr. Asquith. "The German Chancellor's speech shows that these responsible for the German policy have abandoned the counsels of moderation and reason and are determined to pursue the wicked and nefarious course they entered upon three years ago. So long as that is the case we cannot falter or relax by a hair's breadth our determination to pursue the war to a victorious end."

TRADE OF SPAIN IS WITH ENTENTE

Economically Independent Of Berlin—Socialist Urges Break With Germany

Madrid, Spain, May 15.—An interesting statement has been made by Senor Pedro Diez, vice-president of the Madrid Chamber of Commerce, indicative of the growing attitude of Spanish economists and producers in regard to the war. Senor Maura, he said, was obliged in his recent speech to recognise the need for conclusion of an agreement by Spain with France, Great Britain and Italy, adding that Germanophiles knew it.

The Chamber of Commerce in Madrid regarded such an agreement as indispensable. In spite of all attempts they are making, he continued, to separate Spain from the Entente we can from the economic point of view do without relations with Germany. Statistics of the trade of Spain already indicate that.

Our exports, he continued, before the war were 1,100,000,000 pesetas a year. Last year we exported nothing to Germany, nevertheless our total exports rose to 1,900,000,000 pesetas, and after making full allowance for all considerations they estimated that it would amount to 2,300,000,000 pesetas, not a peseta of which would have come from Germany.

Senor Diez further indicated that before the war Spain's exports to Germany amounted only to a fraction over 5 per cent of her total.

Eduardo Dato, the former Conservative Premier, stated at the Seville Conservative Club that the Conservative Party was the first to adopt deliberately the attitude of neutrality. Spain, he contended, had no other mission than to represent the interests of belligerents and to continue in the name of Spain's great work of international charity at the head of which was the King. Senor Dato said also he would give his assistance to any Government that would trust itself freely to Spain.

Great interest is taken in the declaration made by Senor Pablo Iglesias, chief of the Socialist Party, replying to a statement by Senor Burell, member of the Cabinet, to the effect that Senor Iglesias had said he was a supporter of neutrality at any cost unless Spain was actually invaded.

After stating that for private reasons he had taken no part in politics and had made no statement to any newspaper at Barcelona or elsewhere except to the party organ for 10 months, he emphasises the importance of correcting Senor Burell's misstatement.

Writing in the party organ Senor Iglesias says: "In circumstances very different from those which obtained at present I expressed the opinion that Spain ought to be neutral, not because I did not feel as all Socialist parties feel, the liveliest sympathy for the Allies, but because our nation was not in a position to take her place at the side of the Allies, which is the fault of the men who have misgoverned her and of a system which has permitted such misgovernment.

"In regard to what has been done and is being done by Germany against our country, I think it is our duty to break off relations with her. I believe that by continuing the present situation the dignity and interests of Spain are seriously endangered."

Relations Cordial

Madrid, Spain, May 14.—The King of Spain's speech at the Science Congress at Seville, when he expressed himself in terms of warm appreciation of Portugal, has, it is reported, produced great satisfaction in Lisbon.

The President of the Portuguese public has telegraphed to the rector of the University of Oporto his deep appreciation of King Alfonso's words to Portugal and congratulates the rector on the success of the congress, which indicates the splendid progress achieved by Spain and Portugal in the scientific domain, and shows that the glorious future of the two nations depends on a union of their culture and the special gifts of each of them.

The Cabinet has instructed the Minister of the Interior and of Public Instruction to draw up for submission to the Cortes a program of measures calculated to assure the development of good relations between Spain and Portugal.

Germany Pays Indemnity

Madrid, Spain, May 14.—It is reported that the German consul at San Sebastian has paid 4,000 pesetas to the Government for the benefit of the families of four sailors killed as a result of German submarine attacks on Spanish fishing boats.

Portuguese Officials Tour

Madrid, Spain, May 14.—In addition to other high Portuguese officials visiting Spain, the president of the Portuguese Chamber of Deputies, Senhor Antonio Maciera, has been visiting Madrid, whence he proceeds to Paris, and then to Rome to attend the International Commercial Conference.

WAR DIET AT KING'S TABLE

George V. Bars All Luxuries And His Guests Cut Their Own Bread

Ottawa, May 16.—Guests at the table of King George of England cut their own bread, and this is one way in which the King avoids food waste in his household, according to J. D. Hazen, who has returned from England with Premier Borden. With the Premier, Mr. Hazen sat at the imperial war conference, and they were among the guests who dined with the English King.

"Everybody in England has enough to eat, but the country has come to realise that no food is to be wasted at this time." Mr. Hazen said. "King George is joining with his people in the food economy practices. We were his guests at Windsor Castle, and found that no wine, beer, or spirits of any kind were now being used in the King's household. The fare at the table has been reduced to the utmost simplicity, and waste is being avoided. For instance you cut your own bread. There is the loaf and the knife and you cut what you want. This is done to prevent waste. No toast is allowed, because bread once toasted cannot be used again in puddings or other ways known to cooks."

For the

HOT WEATHER

there is nothing better than

Mennen's Talcum

(in all varieties)

ON SALE EVERYWHERE

Ask your druggist for a free miniature sample. If he has none, ask us.

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A MAN'S DUTY

THE average man has a natural inclination to save a portion of his income, so that in his later years he can guarantee his family a home and his children an education.

THAT IS THE DUTY OF EVERY MAN

BUT

do all men follow that natural inclination?

How many may have the best intentions, but keep postponing their savings account until they find

THEY HAVE NOT DONE THEIR DUTY?

DON'T YOU BE TOO LATE!

And now, regardless of how or where you wish to invest your savings,

START SAVING MONEY TODAY

For a Savings Account, there is nothing in the Orient where your Capital is "GUARANTEED SAFE" that has such possibilities as the

I.S.S. PREMIUM BOND

$12.00 a month, for 13 years and 10 months,

GIVES YOU A PAID-UP $2,000 BOND

Plus a share of profits on investments

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YOUR BOND PARTICIPATES IN THE DRAWING

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$12.00 to $2,000.00

Your Bond has a SURRENDER VALUE after the 2nd year. YOUR CAPITAL is invested in HIGH-GRADE SECURITIES, and is subject to your inspection at all times.

This is a

LEGITIMATE SAVINGS PROMOTING SOCIETY

that is bound to promote

THRIFT, ECONOMY AND PROSPERITY

in this community.

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5 AVENUE EDWARD VII

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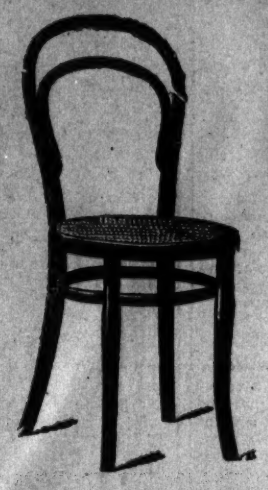
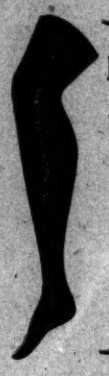
Men's India Gauze Frox.
Final Price
2 for $1.20



The last of our Bentwood Chairs.
Final Price **$3.00** each



Ladies' Black Lisle Hose.
2 Pair for **$1.00**
White Lisle Hose
2 Pair for a **$1.00**

The Cawnpore Twill Tennis Shirt; The Great Value
$1.25 Each

The "Wayloo" Umbrella
The cheapest umbrella in the East. A good twill cover which will wear well and keep out the wet. Good assortment of crook shape handles.
Final Price **$2.00** each

A good Straw Hat
Final Price
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Turkish Towel
Bath Gown.
Final Price
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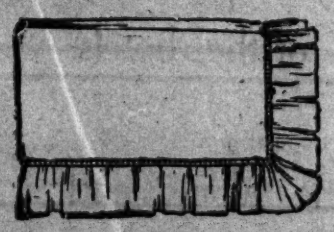
RANSOMES FAMOUS MOWERS

The "Lion" Mower
Five cutting blades, complete with grass boxes.
Final Price **$28.50**

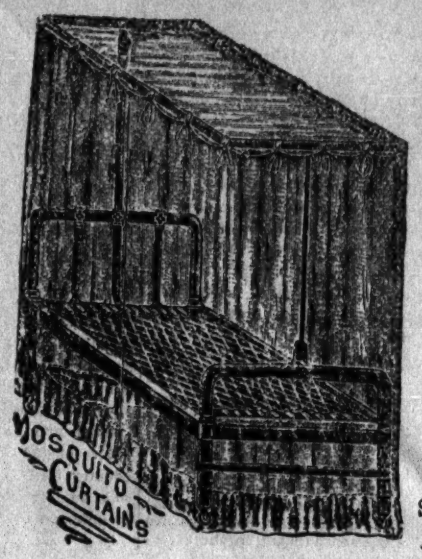


Frilled Pillow Slips
Only a few dozen left.
FINAL PRICE
2 for $1.00

All REMNANTS HALF PRICE.

THE FINAL WEEK OF WHITEAWAY'S GREAT SUMMER SALE

EXTRA SPECIAL!
ALL TRIMMED HATS
HALF PRICE



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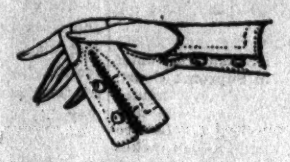
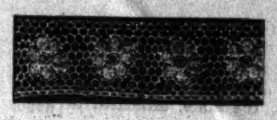
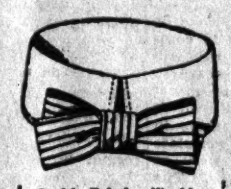
Special and Final Offer
72 inches wide.
$1.00
yard
108 inches wide.
$1.50
yard
Send your order today



80 Pairs
Ladies' Lisle Gloves. White, Black, Tan, Grey, 2 Press Button.
FINAL PRICE **50** CENTS PAIR



200 Pieces
White Val Insertion
FINAL PRICE **50** CENTS DOZEN



Cash's Tubular Washing Bow Ties
In an excellent variety of latest stripe designs, on White grounds, Guaranteed fast colours
5 for $1.00

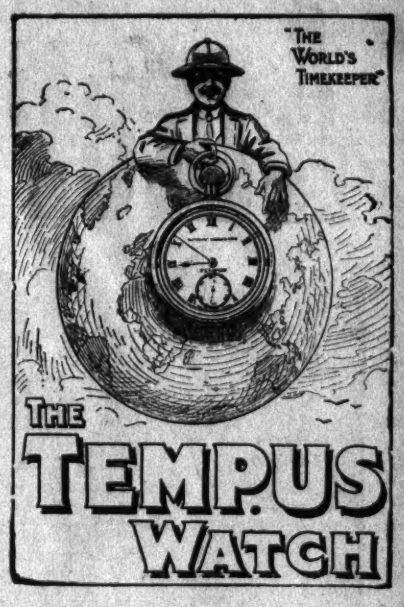
180 dozen
Ladies' White Lawn Handkerchiefs
Final Price **$1.00** doz.

White and Tan Cotton Sox
The durable kind
Final Price **$1.00** 3 pair

The Wayloo Pram
Final Price
$15.00

The Wedgwood Washing Bath Mats
$1.25
each

THE TEMPUS
has
Jewelled Lever Movement, White Enamel Dial, Nickel Lever Case, Non Overwind Main Spring, Solid Brass and Steel Works, Glass Dust-proof Dome.
Get one now at our
FINAL PRICE
$2.50



Ladies' White Cotton Vests.
FINAL PRICE
5 for $2.00

Durable White Longcoth Shirts.
Stiff Cuffs
Final Price **$2.00**

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"The Store with the Great Sale" SHANGHAI. "The Store with the Great Sale"

GOVERNMENT CONTROL SAVES BRITAIN MONEY

Effect Great Economies By Taking Over Wool, Hides And Other War Supplies

(Reuter's Agency War Service)

London, June 29.—A memorandum by Mr. W. F. Wintour, Director of Army Contracts, on the provision of supplies for the army, shows that the value of the purchases made by his department in connection with the war have exceeded £700,000,000, including £200,000,000 on behalf of the Allies. The present annual value of Britain's purchases is about £350,000,000, including £100,000,000 for the Allies.

Purchases during the war have included 500,000,000 rations of preserved meat, 260,000,000 tons of jam, 10,000,000 lbs. of cheese, 115,000,000 yards of flannel and 105,000,000 yards of cloth.

It cost £6,500,000 to purchase the home wool-clip and £35,000,000 to purchase the Australian wool-clip. The control of wool resulted in great economies to the State, estimated to amount to £13,000,000.

As an instance of other economies, British hides were bought at 5d. per lb. below world-prices and it is estimated that the Government's control of Indian kips resulted in an economy of £1,125,000 and its control of jute in an economy of £6,500,000.

Music For Monday

The following program will weather permitting, be played by the Band in the Public Garden tomorrow beginning at 5.30 p.m.—

1.—March "Slap Bang" .....Rubens
2.—Overture "Jean de Paris"
Boieldieu
3.—Waltz "Passing of Salome"
Joyce
4.—Selection "The Gondoliers"
Sullivan
5.—(a) Polka "The Bohemians"
Waldteufel
(b) Song "There is a Green Hill Far Away" .... Gounod
6.—Selection "The Casino Girl"
Englander

A. de Kryger,
Conductor-in-charge.

News Brevities

Devotees of "My Lady Nicotine" will welcome the advent to Shanghai of the Tientsin Tobacco Co., that well-known firm of tobacco importers and cigarette manufacturers, who have been established in the northern port for the past 15 years, besides having branches in other parts of China. A branch house has been opened at No. 19 Nanking Road, where is displayed a large selection of cigars, cigarettes, tobacco, and all kinds of smoking requisites.

* * *

The Carlton Cafe will be one of the centers for the American community on the Fourth of July. Mr. Louis Ladow, the manager, yesterday announced an extensive program for the day, with special tiffin, dinner and supper and a special musical program. An extra feature will be the tea dansant in the afternoon. Special arrangements are being made at the cafe to take care of a large patronage throughout the day.

* * *

Sir Havilland de Sausmarez, chief judge of the British Supreme Court, yesterday ordered two more Indians deported to India under the new Order in Council. They are Lahoro Singh and Tara Singh. This makes eight ordered sent away. The case of Amar Singh will be heard next Thursday.

* * *

According to cablegrams received in Japan, Mr. Eric N. Lambert, formerly of Kobe, was killed in action on June 7. He was an officer in the First Battalion, Yorkshire Regiment. He had left Japan to join the colors in February, 1916.

The special number of L'Echo de Chine which will be issued in commemoration of July Fourteenth will contain an ambitious illustrated section. In this will be the photographs of all the Shanghai men at the front, of the Allied consuls in Shanghai and the French consulate and municipal staff as well as pictures of world importance. The illustrations will include pictures of President Poincare, Jeanne d'Arc, a modern Jeanne d'Arc, French Sisters of Charity being decorated, airship ascending, French soldiers marching into a re-captured town, King Albert, King George V, President Wilson, Mr. Lloyd George, General Pershing, American troops marching through a French city, the King of Italy, General Cadorna, commander of the Italian troops; the Italian campaign, General Nivelle decorating Italian captain of grenadiers and various other war topics. The price of the special edition will be 50 cents.

Britain's Industrial Problems Can't Wait Until War Is Ended

Labor Ministry Urges Joint Councils To Secure Closer Co-operation

(Reuter's Agency War Service)

London, June 28.—The Ministry of Labor, circulating the report of the Reconstruction Committee to employers' associations and trade unions, intimates that the War Cabinet is deeply concerned with regard to the effective measures to be taken to solve the question of the relations of Capital and Labor, feeling that the future of industry, indeed, of the country itself, depends on a proper solution. It adds that action cannot be deferred till after the war.

The Reconstruction Committee, which was mainly composed of prominent representatives of employers and workers, points out that, at present, there is a great opportunity for securing a permanent improvement in relations between employers and employed. It is essential that workpeople shall be given improved conditions and a higher standard of comfort generally.

The Reconstruction Committee recommends the formation of joint industrial councils for the principal industries, representing employers and workers, to consider particularly the establishment of closer co-operation between employers and employed, paying early attention to questions likely to arise when the army is demobilised.

The trade union rules and customs which the Government guaranteed to restore after the war are one of the chief factors in this problem. These cannot be set aside without mutual consent. The Committee suggests the creation of district councils and workshop committees.

The Reconstruction Committee offers no opinion relating to the questions of profit-sharing and co-partnership. It is convinced that the permanent improvement of the relations between employers and workers cannot be founded solely on a cash basis and the workpeople should have a greater opportunity for the discussion and adjustment of those parts of industry by which they are most affected.

Soochow Acad. Graduation

The commencement exercises of Soochow Academy were held on Thursday. Six boys were graduated from the Chinese department and four from the English department. Of the four English graduates, two are to enter St. John's next fall, one enters business in Shanghai, and the fourth will begin work with the Standard Oil Company as an interpreter.

This year marks the fifteenth anniversary of the founding of this school by the American Church Mission, as a preparatory school for St. John's University. The Rev. G. F. Mosher of Wusih made the chief address, choosing as his subject "The Great European War," emphasising the facts that the war is the last battle between the forces of autocracy and the new democracy, and that after the war individual freedom and government of the people, by the people and for the people, will be firmly established throughout the world.

Mr. Tsaung, local inspector of schools, together with other officials, were present from the Ng Yoen. Mr. Tsaung made a short talk to the school. The St. John's Scholarship was won by Koo Yoong-zien, whose brother, Kyieu Zu, won the same honor last year.

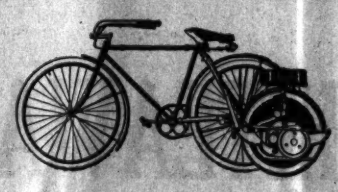
On Wednesday at 5.30 p.m. Mr. F. S. Williams, commandant of the Soochow University Cadet Corps, reveiewed the battalion, and acted as judge in the annual manual-of-arms competition. Fourteen year old Cadet Ng Tsoong-'oen won first prize, to the huge delight of the audience.

RECORD SILVER PRICE

(Reuter's Agency War Service)

London, June 28.—Samuel Montagu's weekly silver report states that the market has shown a certain amount of strength, owing to the general demand. The price of 39 7/8ths reached on June 22 constitutes a record since July, 1892. Shanghai exchange correspondingly advanced to 3/10d. for the Tael. The Indian Treasury's holding of silver has risen by over two crores, owing to purchases on behalf of the Raj.

Leg Power Is Out Of Date



just as manual labor is, where machines have been perfected. Men abreast of the times realize this. They no longer pedal a bicycle. They use a

Smith Motor Wheel
DETACHABLE

It is a power plant for your bike. It drives you along at the speed you want to ride.
Attach it to your bike in seconds. Makes Cycling ALL pleasure. Useful in business too.
Write or Call for details

GASTON, WILLIAMS & WIGMORE FAR EASTERN DIV.,
INCORPORATED
4 THE BUND SHANGHAI

Pour LUX on the troubled waters of the wash

Myriads of delightful Lux wafers are working wonders at the wash-tub all the world over. In colour, these wafers are as cream—to the touch they are as silk. Each single Lux wafer is a tiny missionary for cleanliness and comfort. Their mission is to make cleanliness really delightful and delightfully easy to attain.

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GERMAN CATHOLICS IN PEACE MOVEMENT

Clergy Reported To Have Started Step To Offset The Socialist Initiative

STOCKHOLM MEETING PLANS

Separate Delegations Of Socialists Will Begin Peace Conferences

The Hague, May 19, (via London.)—According to the Frankfuter Zeitung, the Deutsches Kirchenzeitung of Munich, an ecclesiastical paper, has published this statement:

"It is known to us that the German Catholic clergy have initiated a peace movement, organised on a large scale, with the object of prosecuting work for peace under the banner of the Holy Eucharist.

"The world league, which is taking form already, enjoys the serious support of authoritative ecclesiastical circles. Even members of the episcopate of enemy countries have signified their approval and indicated that they will support the movement."

This statement is interesting as the first public announcement of a movement, already hinted at among German Catholics, to take the wind out of the sails of the Socialists and prevent peace, when it comes, from being organised under or claimed by non-religious associations.

The Vienna Fremdenblatt is intensely indignant at the new Italian offensive, and wishes to know why Italy insists on putting on Austria the painful necessity of doing more fighting in the south, just when thing on the other front looked as if Austria might turn her swords into reaping hooks.

Ready For Stockholm Conferences

Stockholm, May 19.—Conferences of the Socialist delegates to the conference here will begin on Monday, each delegation holding a separate meeting. The Bulgarians will meet first, followed by either the German minority Socialists, who are now stated to have received passports, or the Finns. The Austrians will follow, and the succeeding week the Hungarians will meet.

A committee representing the Dutch and Scandinavian Socialists has issued a long manifesto explaining the reason for calling the conference of Socialists and appealing to the Socialists of the world to participate. It says that the initiative of the committee was prompted by appeals from parties affiliated with the Internationale in the United States, Italy, Switzerland, Bulgaria and Portugal, and later by groups in Russia, Great Britain, British colonies, Netherlands, Sweden, Norway. Argentina, Uruguay, Spain, and Denmark.

The object of the conference, the manifesto explains, is to re-establish the Socialist Internationals as a means of utilising workingmen's power, thereby creating the foundations for a general peace.

A preliminary conference will be held to define the attitude of the different parties toward the world crisis and examine the possibilities of a general conference. Each party may reserve the right to postpone its final decision regarding a plenary conference until the end of the preliminary sessions.

The committee hopes to reach an agreement with representatives of the Russian Council of Workmen's and Soldiers' Delegates, who are expected in Stockholm soon, with a view to obtaining unity of action. The Internationale, the statement says, represents the interests of no belligerents, and must follow its own course.

Detmar Brapting, editor of the Social Demokraten, said today that Swedish Socialists could not approve former Premier Asquith's third category of annexations that were not annexations—those covering "strategic positions needed for self-defence and protection against future attack." He said:

"This is the same unfortunate line of thought which in 1872 induced Bismarck to persist in the demand for Metz, an absolutely French city, but a fortress which appealed to the German General Staff. The Internationale must reject such ideas, regardless of from whom they come. We should protest if the Germans demanded Liege and Antwerp. We should protest also if the British tried to carry out the same false principle."

Leading members of the group of Russian refugees who passed through Stockholm today on their way to Petrograd from Switzerland said that they intended to use their influence to oppose the peace conference projected her by Dutch and Scandinavian propagandists. The Politiken, organ of the Radical Swedish Socialists, publishes this statement given out by the Russians, refusing to attend a banquet to which they had been invited:

"Our attitude toward the war and toward the re-organisation of the Internationale makes it impossible for us to participate in a banquet which through the designation of Branting and Huysmans as chief speakers, acquires the character of a definite political demonstration. The banquet is in too gross disagreement with those aims which we intend to pursue on our return to Russia, in agreement with the principles which were proclaimed at the Zimmerwald Conference."

The signers include representatives of the Russian Socialist Revolutionary Party, the Social Democratic Labor Party, the Jewish Bund, and the Polish Socialists.

LINER ODDLY PAINTED TO FOOL SUBMARINES

Passengers Saw Cruiser Fight U-Boat—One Tells Of Four Ships Sunk

New York, May 15.—As a new measure of defense against submarine attack an American liner arrived yesterday at an American port with her superstructure, funnels, and hull covered with wavy white lines on a dark leaden background, which are said to render the vessel invisible at 1,500 yards in a light haze. The disguise is the invention of an American artist.

The passengers on board said that when the vessel was three days out from a port in England they sighted a British light cruiser firing at what appeared to be a very large U-boat which had two guns mounted on her deck forward. The two warcraft were about three miles away and as the liner kept on her course westward at nineteen knots and zigzagged continuously it was impossible for the passengers to ascertain the result.

William W. Norton, a New York business man, who was returning from a trip to Australia, told of the sinking of four British steamships, which so far have not been announced by the Admiralty.

The largest one was the Peninsular and Oriental liner Medina of 12,350 gross tonnage, on which the present King and Queen of England went to the Durbar at Delhi before the war. Mr. Norton said he left her at Marseilles and traveled overland to England via Paris, and was at Plymouth when the Medina was torpedoed near the harbor on April 28. There were about 300 passengers and crew on board, but no lives were lost. The Medina was one of the finest vessels in the Australian trade via the Suez Canal, and had accommodation for 650 passengers. She was built at Greenock in 1911, and was 550 feet long, 62 feet 8 inches beam, and 34 feet 5 inches depth of hold, and was commanded by Captain F. B. S. Notley.

Another steamship was the Omrah, belonging to the Orient Steam Navigation Company, which was sunk by a submarine on the same day in almost the same position, according to Mr. Norton. She was built in Glasgow in 1899 for the Australian passenger service via the Suez Canal, and was 8,130 gross tonnage, 490 feet 7 inches long, 56 feet 7 inches beam, and 28 feet depth of hold, and was commanded by Captain W. S. Shelford.

Mr. Norton added that the names of the other two vessels were the Spithead, 4,697 gross tonnage and 401 feet long, and the Zambesi, 3,759 gross tonnage, 360 feet long, which were sunk in the Mediterranean near Port Said and Malta, respectively. Their crews were saved by the lifeboats and were brought home from those ports by the Medina, only to be torpedoed a second time in the English Channel.

The American steamship brought home the crews of four steamships which had been torpedoed or sunk by shell fire in the Atlantic. Twenty-one men from the Uruguayan steamship Gorizia, which the German Government recently denied having sunk by a torpedo, said that they were fired upon by a German submarine on April 30 when less than ten miles from the English coast. The U-boat continued shelling the vessel even after the Gorizia's commander had stopped his ship and the crew were getting into the boats. After they had got away the commander of the submarine sent a boat to the steamship with an officer in command, and men went into the hold with bombs to destroy the vessel.

Other crews on the liner were thirty-two men of the American steamship Rockingham, formerly the Nebraskan, which was sunk on May 1 with the loss of two lives; six survivors of the sailing vessel Mystery, sunk off the coats of Ireland on May 1, and three members of the crew of the American steamship Vacuum, torpedoed on April 28. One of the latter, John Simpson, first assistant engineer, of 364 West Fifty-fifth Street, said that, under the conditions, which were added to by bitterly cold weather, it was a wonder that only twenty-three lives were lost. Lieutenant C. C. Thomas, who had charge of the naval gunners on the Vacuum, died in his boat of exposure, he said.

The officers of a British steamship report the sinking of the British freighter Corfu by a German submarine on April 17, while on a voyage from Philadelphia to Genoa with a cargo of iron. The Corfu, a vessel of 3,695 gross tonnage and 346 feet long, was 150 miles west of Gibraltar when she was attacked by the U-boat. One of her crew was killed by shellfire and the remainder were rescued from their boat by a destroyer and landed at Gibraltar.

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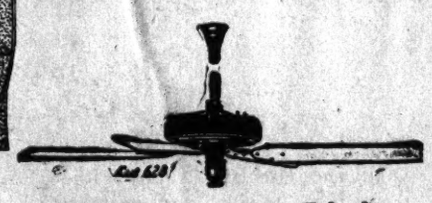
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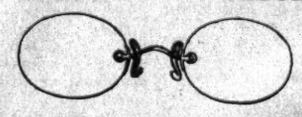
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When Shelled, Tank Is Opened And Fluid Rises To Surface—Pursuers Believe Submarine Done For And Cease Chase

By Christian Olsen

(Seaman on Norwegian Ship Storskog, Sunk by U-boat).

Copenhagen, Denmark. — After twenty-one days in a German super-submarine, I have just arrived here with my two companions, Ove Darre and Christian Dick.

We were out of Buenos Aires in the crew of the Norwegian ship Storskog, bound for Norway with a cargo of corn. Off the Irish coast, while in the danger zone, we were stopped by a large U-boat, the commander of which was brief in his formalities, giving us barely time to leave the ship before sinking her with twenty-seven shots.

Picked Up Ship's Crew

The U-boat then took the two lifeboats of the Storskog in tow and headed in toward the coast, but the commander soon caught sight of an English destroyer, which resulted in the lines being hastily cast off, one of the boats, filled with food and extra clothing, drifting away. In this were the second officer and the carpenter with other members of the crew who, we have found since, finally reached shore safely.

The commander of the submarine ordered the rest of us aboard, including the Captain of the Storskog, and we were sent below, from which time we never saw daylight until we reached Heligoland three weeks later.

The U-boat immediately dived and changed her course, heading westward, and escaped the destroyer. Several big steamers were sunk in the days that followed, until the commander had exhausted his supply of torpedoes. Then he decided to attempt to go through the Channel to Heligoland, but was discovered by another British destroyer, which opened with its guns. They failed to hit the submarine before she submerged. Then the destroyer dropped several depth bombs, timed to explode at certain depths below the surface, in the vicinity where we had gone down. We, inside the U-boat, could hear the explosions near us but they did not harm us.

Easily Fools Destroyer

However, the submarine commander ordered that a large oil tank should be opened, which could be done by pressing a spring, and of course the fluid rose to the surface of the sea, leading the Englishmen to believe they had done for the U-boat. This is supposed to be an infallible sign, and I understand the Germans carry tanks on their submarines to fool the British by releasing the oil when attacked by a chaser or destroyer, so that the pursuit will be abandoned.

At any rate, while the crew of the destroyer evidently rejoiced when they believed they had sunk us because of the oil on the surface, the shrewd German commander slipped away under water and did not rise to the surface until several hours later.

Bombs Near Hit U-Boat

Then we were so far away we were in no further danger.

That the British bombs had not missed us by very much of a margin was shown when it was discovered that one of the fresh water tanks on the U-boat had been ruined by the force of the explosion under the water. This showed one must have detonated very near us, and I understand these have accounted for many U-boats. The explosion often starts the plates without a hit.

"I suppose that fellow will report to the British Admiralty he bagged another U-boat," chuckled the German commander when we had escaped.

He, however, determined to abandon his effort to force his way through the English Channel, but to return home by going north of Ireland and Scotland. It took us eleven days to make this voyage, and it seemed like eleven years to us, locked down below. Whenever the U-boat would dive we thought our last minute had come and we would drown like rats in a trap. Of course, we didn't know when a shot would sink us or whether we were in danger. Because of the destruction of the water tank by the bomb we were unable to use any water for washing, needing all we carried to drink.

Prisoners Never Saw Daylight

"We Danish and Norwegian sailors, as well as four Englishmen who had been taken aboard after the torpedoing of a British ship—they admitted they were glad the destroyer had not been successful and were as nervous as the rest of us when she was spilling depth bombs about us—passed our time below as best we could. We were permitted to lie around wherever we might find room, but the quarters were very cramped at best.

We never saw daylight and had to depend on the two phonographs for entertainment. Only by the manometer could we tell whether we were on the surface or submerged. At night we wrapped ourselves in blankets and tried our best to sleep, but our bed was the bare floor and the water dripped on us continually. We could wring out our blankets in the morning.

We received good food for the first ten days, but when the commander was forced to take the longer route home the provisions were cut down and we lived on three plates of very thin soup a day for the last eleven days of the voyage. This, however, was the same rations as received by the crew of the U-boat.

Played Sub-Sea Canned Music

We kept the phonograph going all the time to hold up our courage, but we did not care much for the records, because we heard almost without interruption "Die Wacht am Rhein" and "Deutschland, Deutschland."

SUMS UP U-BOAT WORK

Persius Says They Destroyed 6,641,000 Tons Up To April 1.

New York, May 20.—The total tonnage of merchant craft destroyed by the German Navy from the beginning of the world war up to April 1 is put at 6,641,000 by Captain L. Persius, writing in the Berliner Tageblatt just before the announcement on April 28 by Dr. Karl Helfferich, German Secretary of the Interior, to the Main Committee of the Reichstag that the ships sunk during the first two months of unrestricted submarine warfare had a tonnage of more than 1,600,000.

Of the total sunk up to April 1, 6,000,000 tons were enemy shipping, according to Captain Persius. Of the total, 4,998,500 tons are said to have been sunk before the opening of unrestricted submarine warfare on Feb. 1 this year. The total of 1,642,500 tons destroyed in February and March are itemised by Captain Persius as follows:

FEBRUARY.

	Tons.
368 ships, including 292 enemy vessels	644,000
76 neutral vessels	137,500
MARCH.	
435 ships, aggregating	861,000
Total	1,642,500

Warship and auxiliary cruisers such as the Emden, Karlsruhe, and Mowe have accounted, according to Captain Persuis, for betwen 400,000 and 500,000 tons of enemy and neutral shipping; but he explains that these figures are put completely into the shade even by individual achievements of certain submarine commanders. Three of these are credited with having accounted for more than 100 ships each, aggregating between 250,000 and 300,000 tons.

As evidence of how U-boat activities have developed during the war, Captain Persius gives the following figures of tonnage sunk by submarines:

	Tons.
1915.	
January	14,000
February	27,000
March	83,000
April	33,000
1916.	
January-February	238,000
March-April	432,000
May-June	219,000
July-August	273,770
September	254,600
October	393,500
November	408,500
December	415,500
1917.	
January	439,500

Commenting on these figures, Captain Persius, as quoted by the London Press, says:

"Before the war the English were mostly unconscious of the dangers which would threaten their shipping in a war because the view prevailed universally that the supreme navy could easily break any hostile resistance. They especially forgot to take the U-boat into account. Unless counter-measures can be found, the shipping losses of our enemies will swell to still greater proportions. It remains to be seen what will be the consequences. So much, however, is already tolerably certain today—the naval supremacy of Great Britain will emerge from this war at least shattered."

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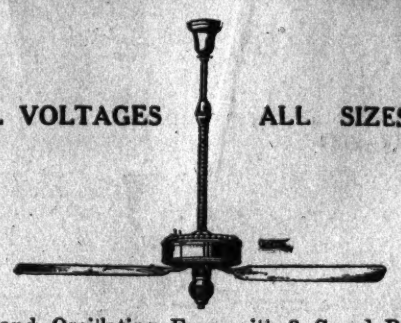

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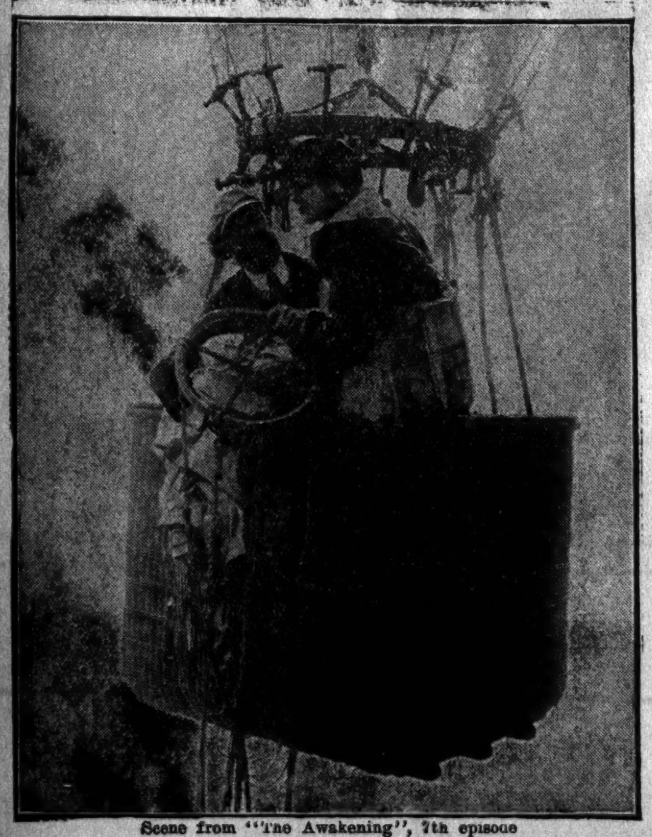

Scene from "The Awakening", 7th episode
Pathe's "The Shielding Shadow". Produced by Astra

"THE AWAKENING"

ONE Lamp Louie receives a blow from the black jack of Romanoff which awakens his slumbering memory and at the same time loses for him a valuable written confession. Fearing Leontine's knowledge of certain matters, he plots with Sebastian to get her out of the way at any cost.

Leontine has accepted Bob Hamilton's invitation to be his passenger in a coming balloon race. On the eve of the race, Hamilton is suddenly stricken with a strange illness and Avery his assistant is chosen as the pilot. Avery, who is an ex-jail bird, is 'reached' by Louie and agrees to place a timed flare bomb in the balloon's basket, planning to parachute his own way to safety, leaving Leontine to her peril.

A few minutes before ascension, Avery is discovered bound and gagged. Rushing to the balloon, Louie finds Avery's exact counterpart. Not trusting his eyes he places the flare bomb in the basket himself. As the balloon nears the clouds it bursts into flames and the breathless onlookers see Leontine descending with the parachute, her companion making his way hand over hand down the anchor rope. Reaching the end he plunges into the sea from the dizzy height. While assisting Leontine, the waves loosen his false beard and wig and disclose her constant mysterious protector—Ravengar!

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Scene from "The Haunting Hand", 8th episode
Pathe's "The Shielding Shadow". Produced by Astra.

"THE HAUNTING HAND"

ONE Lamp Louie, sent by Sebastian to confirm rumor that Leontine and her preserver, Ravengar, having escaped from a burning balloon at sea, are sheltered in a lighthouse, arrives in the midst of a terrific storm. A bolt of lightning demolishes the lighthouse and Louie, escaping with some minor injuries, returns to Sebastian with the welcome news that Ravengar and Leontine have perished in the ruins.

Sebastian hastens preparations for his marriage with Bianca, Queen of the Underworld, whose charms he has succumbed to. The night of the wedding, Louie has a visitation from the Shielding Shadow, the weird visitor threatening his life if he does not prevent the marriage. Terrified by the uncanny threat, he sets out to obey its commands. At Bianca's gambling house he seeks Sebastian. When Bianca learns of his mission she sets her men on him, and in the Hidden House a battle takes place. Wounded and unable to cope with their numbers, Louie manages to escape to the roof, Sebastian in pursuit. They struggle on a girder and Louie is through to his death from the dizzy height.

Sebastian, weak from his gruesome experience, staggers home, where another shock awaits him. Seated comfortably in a chair before the fire he discovers—his wife!

How did Leontine escape?

Don't miss the next chapter of this thrilling story—

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PERSHING WON FAME IN MORO CAMPAIGNS

Jumped Over 872 Officers From Captain To Brigadier General By Roosevelt

FOUGHT SIOUX AND APACHE

'Black Jack' Youngest West Pointer Ever Made General In Peace Times

Maj. Gen. John J. Pershing, the famous "Black Jack" of the regulars, will go down in history as the first American army officer to command troops on the battlefields of Europe. He (Pershing) is one of the officers who were picked by Colonel Roosevelt, when the Colonel was President, for rapid promotion to the highest of army commands.

General Pershing was just a dashing, much-loved Captain of cavalry when in 1906 Colonel Roosevelt startled the country by sending his name to the Senate for confirmation as a Brigadier General. The other officers advanced by Colonel Roosevelt were Major Gen. Leonard Wood and Major Gen. J. Franklin Bell, the latter of whom recently succeeded General Wood as commanding officer of the Eastern Department, on Governors Island.

Pershing is a West Pointer of the West Pointers, as a classmate of his expressed it not so very long ago. He was graduated into the regular service as a Second Lieutenant of cavalry in 1886 and he began to make himself heard of before he had been in the saddle a year. It was to the Sixth United States Cavalry that Pershing was assigned shortly after he received his diploma from the Military Academy.

In the first few years of his service Pershing fought in the fierce border campaigns against the Apache Indians of Arizona, and he was again heard of when in 1890 he led his sturdy troopers in the turbulent Sioux wars of the early nineties. He was in the thick of the fighting that marked the brief warfare that was waged by the regulars against the Spaniards in Cuba in 1898, and shortly after the Treaty of Paris was signed and the Philippines came under the American flag he was among the first to be ordered to duty in the new possessions.

Arriving in the Philippines, General Pershing, then a Captain, was promptly ordered into the Moro country, where as one of the leaders against the then fierce and intensely anti-American Moros he was soon to gain fame and honor and win the single star of a Brigadier. At the time of his nomination for that rank in 1906 he was the youngest West Pointer ever named as a General of the regular army in a time of peace. In order to reward Pershing President Roosevelt jumped him over 862 officers who were his seniors in rank.

Eleven years ago the big problem in the Philippines was still the pacification of the Moros. Those splendid warriors, hundreds of whom are now serving in the organisation known as the Philippine Scouts, fought inch by inch the Americans and refused to take word of Governors and commanders sent to mollify them that the United States was their friend.

Pershing was ordered to finish the Moro campaign and was named Governor of Mindanao and commander of the troops operating in that part of the province where the Moro opposition was still a problem of the first magnitude. From a distance of several thousands of miles the job did not sound big at the time, but a more difficult task has seldom, if ever been placed on the shoulders of an officer of the regular army. He gritted his teeth and undertook the work with his famous smile. He had a picked lot of regulars under him, every man of whom he knew and trusted and every one of whom knew and loved "Black Jack."

The Moros that Pershing was called upon to bring to terms had mobilised in the crater of an extinct volcano called Bud Dajo, on the island of Jolo. To drive them out had been a task with which the army had contended since 1906. Pershing announced to his men that the Moros were coming out of the crater if it took him ten years to accomplish the job.

There were 600 Moros—every one a Mohammedan fanatic—in the crater fortification when Pershing started "to clean out the mountain hole." Without Bud Dajo safely and securely in American control the Moro problem could never be solved.

With a thousand men, half of them his own trusted troopers, and the others picked Filipino scouts, the campaign for Bud Dajo began. The Americans and the scouts had to proceed through miles and miles of dense jungles, opposed every yard of the way by the fierce Moros. But Pershing kept on, and finally he fought his way to the foot of the mountain.

Pershing's jungle fighters cut a trail around the mountain, and, fortifying themselves from attack from above, began the siege. The soldiers formed a complete cordon around the mountain and calmly instituted a campaign of watching for the first sign of the Moros leaving the crater, and waiting a chance to get them when they tried to cut through the cordon.

In their retreat to the crater the Moros had been so hotly pursued that for once they had been unable to take with them the supplies that would make possible a long stand. At last the "iron ring" began to make itself felt, and in small detachments the Moros tried to gain the open jungle by dashes through the American cordon. Every dash was frustrated, the fanatics rushing forth to certain death. Finally, on Christmas Day, 1911, the 400 Moros still in the crater did something a Moro seldom does—they marched down the mountainside and surrendered. A few reached the jungle, but the regulars pursued, beat the brush, and in the end these desperadoes paid the penalty of their daring.

With Bud Dajo captured, Pershing set about to finish his job. On Jan. 11, 1912, there followed on Lake Seit a stiff engagement, which resulted in the death of eighteen Moros and the serious wounding of two Americans, one of the latter Lieutenant H. H. McGee, U. S. A. For nearly eighteen months more the campaign lasted. Every day or two there was a skirmish of some sort, but Pershing kept on, determined never to stop until the Moros had been completely subdued and American authority recognised.

General Pershing was still in the Philippines in 1913, finishing up the pacification of the Moros. That task may be said to have been accomplished when he won the Battle of Bagsag in June, 1913. The Moros had made a last stand, and the Sultan of Jolo, who commanded them, had told them that victory meant that he would become lord of the United States as well as of Jolo in the event the Americans were defeated.

At dawn, June 12, 1913, General Pershing ordered his artillery to open fire and then followed the charge of his cavalry and infantry forces. The battle ended with the complete triumph of Pershing's men and the breaking finally of Moro opposition to American rule.

In January, 1916, General Pershing returned to the United States, and was assigned to the command of the Eighth Brigade of the regular army, with headquarters at El Paso. There he remained until the Villa raid on Columbus, N. M., when President Wilson ordered a punitive expedition into Mexico, and placed General Pershing in command.

The way in which Pershing handled the Mexican problem met with the entire approval of President Wilson. No officer in the army stands higher in the estimation of the President than does General Pershing, and army officers have been predicting ever since war was declared on Germany that he would lead the first American troops sent to Europe.

On the death of Major Gen. Funston, who was General Pershing's immediate superior on the border, President Wilson nominated General Pershing as successor and assigned him to the command of all troops on the Mexican border. That command he retained until a few days ago, when he was ordered to Washington to receive instructions and the command of the first American troops ever ordered to fight on European soil.

In June, 1916, General Pershing wrote an article for New York Times, in which he made a plea for universal military training in this country. On the day that his appointment to the European command is announced he sees the system he urged made a law.

"With general military training in this country," wrote General Pershing, "there would be less talk of hyphenated Americans, because their military education would make them an integral part of our body politic. The assimilation of the thousands of foreigners who come to America would be much more rapid if given military training, especially, if they could have service in the army. Young men would go through it together and become comrades and friends. Compulsory military training would cement and unify the various classes of foreign and native population as no other process yet proposed. In such a school they would not only receive military instruction, and learn our language and our ways, but, better still, their association with native Americans would inspire them with American ideals.

"Whether native, or foreign born, military training should be made an important part of the education of every young man and should be a prerequisite to his exercise of the right of suffrage. From the sole viewpoint of its effect upon the foreign element, it is time for every American who is concerned in the destiny of his country to give deep thought to the question of universal military training."

General Pershing is a son-in-law of United States Senator Warren of Wyoming. Two years ago he suffered a great bereavement when his wife and two little daughters were burned to death at the Presidio of San Francisco. His little son alone was saved, and Congress awarded the Medal of Honor to a soldier for saving the life of little "Jack" Pershing, Jr.

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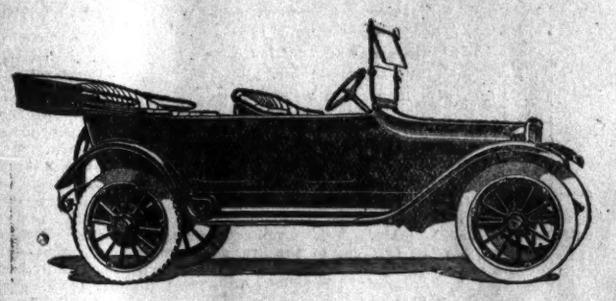

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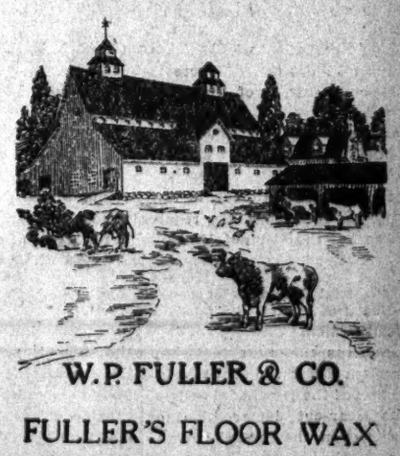

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China's New Constitution An Epochal Document

By M. T. Z. Tyau, LL.D. (London)
Lecturer on International Law, Tsing Hua College, Peking; and Author of "The Legal Obligations arising out of Treaty Relations between China and Other States" (in the press)

III Estimate of The New Constitution

Our task of analysing and dissecting China's new constitution is ended. It remains for us to form an estimate of this epochal document.

To begin with, we may note that it is impossible to say exactly what other constitution China's new constitution is like. For its provisions are drawn literally from the four corners of the globe, and not from only one or two isolated charters. Profiting by the experience of other nations, the makers of this constitution have freely introduced what principles embodied in other constitutions are suitable to thrive on Chinese soil. Therefore, the document is both like and unlike many foreign constitutions. In fact, it may perhaps be described as a veritable Joseph's coat among modern constitutions. And yet, despite this fact, the document is still a Chinese constitution.

Individuality of The Chinese Constitution

The process of borrowing has not been all mere slavish imitation, and multicolored as this constitutional garment is, it has not lost its native hue or twang. For example, and we need not go over the ground already covered, the institution of an independent Vice-President who is not a member of the Senate; the appointment of the Chief Justice of the Supreme Court with the approval of the Senate; the appointment of the Premier with the approval of the House of Representatives; the constitution of the Senate as a judicial tribunal to try all disputes affecting the provinces and the central government; the very brevity of the various provisions as well as the compactness of the whole document—these and many others are peculiarly indigenous. The constitution is essentially Chinese, not American or French, nor even Brazilian or Chilean, although it bears here and there the well-known hall-mark of this or that prototype. The latter fact does not rob it of its element of individuality, but merely shows the universality of the reign of Democracy.

Its Superiority Over The Old

In the second place, the new constitution is decidedly superior to all previous attempts. Compared with this, those that have gone before are mere harbingers or preliminary essays. The events of the past few years have demonstrated the weaknesses of the existing charters, and the experience thus gained has been turned to good account. We will cite two instances to illustrate our theme. One relates to the organisation of the cabinet, and the other to a vital phase of the rights of citizens.

As regards the first, the present Provisional Constitution says that the nomination of every cabinet minister needs to be approved by Parliament. This was done. But during the last nine months, Parliament rejected as many nominees as it had approved, and accordingly ex-Premier Tuan Chi-jui's Cabinet was handicapped. Under the new Constitution, the appointment only of the Premier, not of the other cabinet ministers, needs to be approved by the lower house. And thus approved, the Premier can pick and choose his colleagues as he pleases, so long as he himself is responsible to the body that has put him in power.

As regards the second, there is the important provision about the writ of *Habeas Corpus* in connection with personal right to the freedom from illegal arrest, detention, trial or punishment. Had a similar provision been inserted in the Provisional Constitution, the recent cases of the ex-Minister of Finance and the Editor of the Peking Gazette, who were placed under strict confinement at least two weeks before they were given a trial, would not have occurred.

Differences Between The New And The Old

The above examples are concrete and easy to grasp. But there are other important points of difference. These we may tabulate as follows:

Subject Matter	Provisional Constitution	Permanent Constitution
1.—Composition of National Assembly	One-house System	Two-house System
2.—Dissolution of Lower House	President has no power	President has power if approved by Senate
3.—Separation of Powers between two houses	No separation	Separation clearly defined
4.—Impeachment of President	4/5 quorum and 3/4 vote	2/3 quorum and 2/3 vote
5.—Impeachment of Cabinet Ministers	3/4 quorum and 2/3 vote	Majority quorum and vote
6.—Appointment of Premier	To be approved by both houses	To be approved by lower house only
7.—Appointment of Cabinet Ministers and Ministers abroad	To be approved by Parliament	Need not be approved by Parliament
8.—Cabinet	Responsible to both Houses	Responsible to lower house only.
9.—Provincial System	Unprovided for	Provided for
10.—Board of Audit	Unprovided for	Provided for

Note: Article 16 of the Provisional Constitution, promulgated on March 11, 1912, provides for only the Ts'an Yi Yuan, which is to be dissolved, according to Article 28, on the convocation of the National Assembly within the next ten months. Parliament was convened, and the Regulations for the Organisation of the National Assembly, promulgated on August 10, 1912, then provide for the two existing chambers—the Ts'an Yi Yuan or Senate, and Chung Yi Yuan or House of Representatives.

Note: As a countercheck to the Premier's freedom of action in selecting his colleagues, the required quorum and vote for the impeachment of the Cabinet Ministers is reduced as in (5).

Provincial System

But perhaps the most important improvement lies in the proposed incorporation of the provincial system, with its clear-cut demarcation of powers between the central government and the various provinces. This delimitation is a happy solution of the problems which have for so long disturbed the relationships between the two, and it seems that past conflicts will no longer recur under the dispensation of the new constitution, or recur so often as to endanger the necessary political equilibrium for the effective maintenance or law and order throughout the republic.

As will have been seen from the details of the scheme which we have already noted, the division of powers is on the principle of first the central government and then the provinces. That is to say, certain specified powers are mentioned as belonging to the provinces, but the residuary powers are vested in the central government—a system which resembles more the Canadian than the American system. And this seems to be amply warranted by the circumstances of the situation. The system of self-government in this country is but just beginning, and the stage is not yet reached when the constituent parts of the body politic can with justice be said to be capable of greater powers than are now vouchsafed to them by the new constitution. We have no doubt that that stage of greater efficiency will in course of time be reached; but during this period of slow and tedious evolution, the safest course seems to be rather that of the proverbial tortoise than that of the erratic hare. Just as a moving mass gathers momentum as it courses along through space and, endowed with the resultant inertia, is capable of accomplishing a certain determinate amount of work, so it seems that the provincial system will slowly accomplish the object in view and, when the resultant momentum is all kinetic energy, then the provinces may perhaps be accorded greater powers than now. But Rome is not built in a day, and that will require years of patient and solid work. Under the circumstances, the soundest guiding principle meanwhile is to make haste slowly—*Festina Lente*.

(To be Continued in next Tuesday's The China Press.)

Harden's Indictment Of German Stupidity

Herr Maximilian Harden, one of Germany's most outspoken and able journalists, in his paper, Zukunft, "shows how a little while ago the United States stood for peace, was a peace oasis in a world stiff with armor.

"A professor, democrat, and pacifist was President," he says. "His first State Secretary, Mr. Bryan, and his closest friend were pillars of peace. Nine-tenths of the States were against war. A long list of democratic associations of all sorts and prominent men were for peace.

"When Mr. Roosevelt came forward as war champion, he suffered a severe defeat, rent his party, and involved Mr. Hughes in the same fate. Mr. Ford was chosen Governor of his native State. Yet, despite all that, 'on the first day of the life of the new Congress Mr. Wilson announced his decision to throw the whole military and economic strength of the United States into war against the German Empire.'

"How was such a change possible? Harden asks, and he supplies the answer by quoting in full President Wilson's historic speech. To emphasise the reply, he quotes from declarations from the great Entente statesmen in Europe—Poincare, Ribot, Deschanel, and Lloyd George—referring to the latter as 'a genial, ultra-strenuous man of action.'

"Perhaps," says Harden, "Mr. Wilson cannot reach to the heights of those four orators of the first rank, "but nevertheless, his speech will soon stand in the school-books with those of Demosthenes, Cicero, Pitt, Mirabeau, Robespierre, Bismarck, and Gambetta, and will outshine all previous and contemporary declarations, because it came from the lips of the head of a State, who spoke as none have before spoken in the world's history, who was made bold by a creed of idealism which has not become flaccid, and who found courage for new things.

"On January 23, the world heard Mr. Wilson's peace offers, and in them the first voice which indicated, in clear, profound, and considered words, not veiled with halting wishes, the way to lasting peace. On April 3, we heard from the same mouth a declaration of war like none since the States were.

"America, had she remained neutral, could have amassed incalculable wealth, and it would be an act of criminal self-deception to ignore the fact that President Wilson is today the trusted favorite of an overwhelming and ever-increasing majority. Perhaps that cool philosopher, Mr. Balfour, is now at work in Washington on the linking together of America and Great Britain with China and Japan, a rapprochement which we have often predicted, and one which may tomorrow include free Russia.

"The same blind stupidity which compared the British Army to Falstaff's recruits now jeers at America as unable to do anything.

"The intervention will have the most far-reaching effects, if the war does not end before America has completed her preparations. The Western Armies, who hold Bagdad, Mecca, Valona, Gorizia, part of the Trentino, Salonica, and the German Colonies, and who in twelve days in April counted 34,000 prisoners to their credit, do not see before them, a future so enshrouded in gloom that it invites them to lay down their armes."

"Then Herr Harden's heavy blows are directed against Zimmermann and his offer to Mexico," says the Chronicle's correspondent, who transmits the article.

"Bismarck used to declare the worst diplomatic error of his experience was that committed by the Duke of Gramont when he did not regard the Sigmaring renunciation of the Spanish throne as a French triumph, and so avoided war and the downfall of the Empire. This error of July, 1870, is exceeded by that of July, 1914, by the whole extent of the difference between that war, which, at the end of eight weeks, practically ended in victory, and that struggle which, on the thousandth day, is further from a military decision than it was on the thirtieth.

"If Carranza wished to conquer Arizona, New Mexico, and Texas, he did not need the permission of Germany. He would first have to deal with General Villa, who still holds the American-Mexican buffer territory—did the Wilhelmstrasse know that?—and then throw himself into the adventure of war against the earth's richest people, against 100,000,000 men, in whose service are the best cannon and the most modern technical science and industry, and who would rather bleed to death than allow the Mexicans to take the three States as booty."

"Herr Harden begins a long article of thirty pages with some praise of England which will not sound pleasantly in the ears of those who keep the German people in the dark as to what their position in the world struggle really is. He sets forth in contrast the 'inestimable worth of freedom of speech in Press and Parliament' in England, and even has a good word to say for the publication of the Dardanelles Report, for 'only in such light can a nation which governs itself live.'"

How The Boys Master The Air

"Seven hundred and seventeen aeroplanes were brought down on the Western front during April," says the Times.

"The total figures of aeroplane losses in April reveal in a way that the daily official returns do not the unprecedented intensity of the struggle for mastery in the air which was waged on the Western front during that month between Allied, and particularly British airmen and German airmen. There has not been a month of such fighting since the war began, and the losses have never reached such a tremendous figure."

"This total, which is compiled from the daily communiques issued by British, French, and German Headquarters, is made up as follows:—German machines, 369; British, 147; French and Belgian (again as always, with the necessary qualification that the German claims are trustworthy), 201. Of the 369 German aeroplanes brought down, 269 fell to the British, 98 to the French, and two to the Belgians."

"Our airmen go daily far back across the German lines, taking thousands of photos, engaging the enemy squadrons, so that they are held back from the line of battle, and dropping tons of explosives upon ammunition dumps, railheads, and transport," writes Mr. Philip Gibbs in the *Chronicle*.

"These boys—for they are absurdly young in the average age—take all these deadly risks and do all this work of terror with the same spirit as the young gentlemen of England who rode out with Sir John Chandos and Sir Walter Manny to seek combat with French knights many hundred years ago along the roads where our modern men at arms go marching today.

"During this recent fighting one of them challenged a German Albatross, who accepted fight, and for an hour they did every trick known to flying—stalling, banking, sideslipping, looping—in order to get in the first shot. It was the German who tired first, though he showed himself master of his machine.

"There are boys in our air service who have killed six or seven Germans in single combat; a few who have accounted for many more, and go off again for a morning's hunting of men as though on a good adventure. Yet they know the risks and the fortune of war. They cannot have all the luck all the time. When the turn comes it is quick to the end, or if hit and left alive they do amazing things up there in the high skies to save the final crash.

"A few evenings ago two of our young officers were attacked by five hostile aircraft, and both were wounded, one in seven places, but they destroyed one of the German aeroplanes and landed safely, though their own machine was pierced by many bullets.

"During this battle of Arras our airmen have made thousands of fights over the enemy's lines, have engaged in hundreds of combats with hostile squadrons, and at the cost of their own lives in many cases have saved our infantry great losses by keeping down the fire of German batteries, destroying their kite balloons signalling preparations for German counter-attacks, photographing the enemy's trenches and positions, and blinding his own power of observation to some extent at least by chasing his aeroplanes away from the lines.

"On a day when our infantry is not hard pressed it is good to pay this tribute to the flying men, whose exploits are not much recorded, though they are always overhead, and though the droning song of their engines is always an accompaniment of the battle down below."

"The greatest fight, oddly enough, was a drawn battle," says the Associated Press correspondent. "One of the British pilots met a brilliant German flier, and for a full hour they maneuvered in the most marvellous manner without either being able to bring his gun to bear on the other. They rolled, looped, twisted, and deliberately stalled their engines, and, standing their machines on the tail end, slid backwards through the air, but all to no avail. It was probably the most wonderful air duel the war has yet seen.

"The British pilot reported today that several times he felt sure that he would get his adversary between his sights, but the latter invariably wriggled out of the line of fire. The British airman was himself kept busy avoiding the German, and once he had to dive almost perpendicularly. That combat did not break off until both pilots had fairly exhausted both themselves and their petrol. Strangely enough, later in the day another British pilot encountered the same German machine. He was winging his way home after a hard day's work, but jockeyed with the German for nearly a quarter of an hour before flying on.

"In strange contrast to this was the experience of the British pilot, who somewhat peevishly complained last night: 'I only got a rabbit.' He explained this by saying that, while his opponent had a good machine, he was a clumsy fellow, who could not fight at all, and was sent spinning with the first burst of gunfire. Still another pilot, mounted on a fast new machine, deliberately allowed a German machine to get on his tail. Then suddenly he looped behind his adversary, caught him just within the sights, and fired, killing him instantly. The machine swerved, and the dead man was pitched out 10,000ft, from the ground."

'And That's A Shipwreck'

"The homeward-bound troop transport Ballarat, carrying a large number of the Australian Imperial Forces, was torpedoed by enemy submarine and sunk on April 25, about thirty-five miles from the nearest land," says the Admiralty.

"Owing to the magnificent discipline and steadiness displayed by the troops, which were in keeping with the finest traditions of the British Army, all the troops were enabled to be got into the boats, and they were brought into harbor by our patrol craft, which speedily came on the scene. There were no casualties of any sort."

Story of the 'Ballarat'

"The story of the Ballarat will rank by those of the Birkenhead, the Southlands, and the Tyndareus," says the Daily Chronicle. "It was marked by the same heroism, the same unselfishness, the same calm disregard of imminent death. But there the analogy ends. There is no comparison between the solemn, tragic grandeur of the splendid disaster of the *Birkenhead* and the rollicking humor of the stories I have heard today from the troops who were on the Ballarat.

"'It was one long scream from beginning to end,' I was told, and listening to the men one could well imagine that even if the death-roll had been on the same scale as with the Birkenhead the gallant Anzacs would have persisted with their fun to the end. What can be said of men who, faced with the near prospect of death, with their vessel sinking under them, proceeded to put her up for auction among themselves? She fetched 2s. 9d.!

"The story was told me by a young Sydney trooper named Frank Spillane. 'It was while we were still waiting to be rescued,' he said. 'One of the men shouted out, "Well, what's it matter, anyhow? The bally old ship don't belong to us! "There was a shout of laughter, and then Gunner Bruhn called out, "But here's a chance to own her. Come on, boys, let's auction the old Ballarat!" We were all shrieking with laughter, but we gathered round him cheering, and Bruhn acted as auctioneer.'"

"After hearing the engineer's first report, the Commander gave the order to abandon the ship," says the Times. "Nine boats were lowered in perfect order. While the men were embarking in the boats they continued to show the most cheerful spirits. One of the officers told his company, 'You may smoke on this parade, boys.' Many of them lit cigarettes. Others carried their battalion pets—a squirrel, several dogs, puppies and parrots. When the soldiers were embarked in the boats they sang 'Australia will be there.'

The Cornet Sounds

"On shore the colonel assembled the men and addressed them. Australia, he said, would be proud of their soldierly bearing, for it was without blemish. He stated later that it brought tears to the eyes to see the men as they stood on the Ballarat in the last parade, their straight lines of eager, cheery faces, and the quiet steadiness of the officers. Nowhere was there the slightest sign of haste or panic."

"The mails written home by the men were in their sacks, and they were saved," says another account. "It was arranged that they should be saved if possible. The records and the money were saved. The bandmaster saved his cornet. Now, the bandmaster—and it was a good band—was wont to call upon his band to fall in by means of a certain call on his cornet, and when the men were in the boats, sure enough, from a destroyer, they heard the old familiar notes sing out, but the band could not reply; the band had not saved its instruments, and though the band fell in, there was no answer from fife and drum and bugle, and across the water came a great noise of laughter from all the boats because the little joke had struck home. The men had lost their ship, they were miles from anywhere, they were in open boats, and when the cornet sounded they laughed.

"The submarine was never seen; she takes a very small part in this affair, but the British Navy was there, and took a very great part; prompt assistance, up to time, and no fuss, and those men who exhausted their vocabulary on the question of boat drill are nearly dumb. 'I've heard about the Navy,' said a man, 'but—but—well—well, there it was.'

"And, by the way, the man who was bringing a little white dog to his son has brought the little white dog to his son. And that's a shipwreck."

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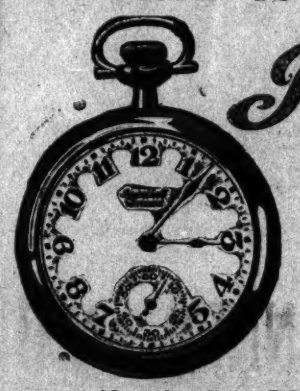

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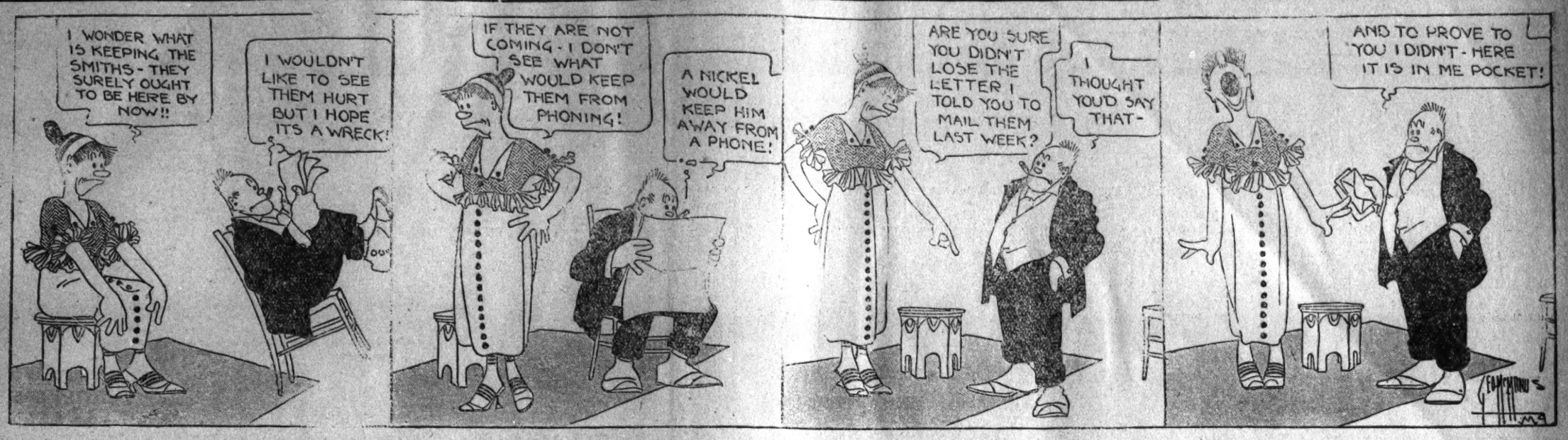
I WONDER WHAT IS KEEPING THE SMITHS - THEY SURELY OUGHT TO BE HERE BY NOW!!
I WOULDN'T LIKE TO SEE THEM HURT BUT I HOPE ITS A WRECK!
IF THEY ARE NOT COMING - I DON'T SEE WHAT WOULD KEEP THEM FROM PHONING!
A NICKEL WOULD KEEP HIM AWAY FROM A PHONE!
ARE YOU SURE YOU DIDN'T LOSE THE LETTER I TOLD YOU TO MAIL THEM LAST WEEK?
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AND TO PROVE TO YOU I DIDN'T - HERE IT IS IN ME POCKET!

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Editing In Rheims ◘ The Thrilling Life

By Claude Helluy

M. Claude Helluy, Editor of the Courrier de la Champagne, the oldest daily paper in Rheims, has arrived in Paris from that city. He has been obliged to suspend publication of his journal, which had come out regularly all through the war, even during the eight day's occupation by the Germans in September, 1914.

Paris.

Although I have closed down my printing office, the inhabitants of Rheims are not without a newspaper for the *Eclaireur de l'Est* continues to appear in the bombarded city. Produced on a pedal press almost daily, it consists of a small sheet, quarto size, printed in two columns on both sides of the paper.

Its contents are chiefly made up of the official war communiques issued by the French and British Governments, the number of shells which have fallen on the previous day, the list of killed and wounded by the bombardment, municipal notices, and some scraps of local news.

From September, 1914, to April, 1917, these two Rheims papers contained, in addition to items of a parochial character, extracts from the Paris Press. There was no original news nor any interesting information from outside. For thirty-one months we had to do our work without the telephone, without the telegraph, without correspondents. Our rotary presses were stopped for lack of an electric motor, and our linotypes were silent because we had no gas. One or two old compositors, unmobilised, and several young apprentices set up the journal by hand.

It was also printed by hand, relays of men following one another at the work of turning the antiquated presses, similar to those employed by *The Times* in 1800. The *Eclaireur*, more fortunate than the *Courrier*, was able to keep its machines going by means of a petrol motor, installed some time after the death of one of its "turners," killed alongside the press by a shell which came through the glass roof of the building and exploded in the center of the office.

At the beginning of the war the staff on the *Courrier* numbered 150, but before we shut down it had fallen to 15. M. Gobert, technical manager of the paper, himself had replaced the five members of the editorial staff and two employees all mobilised. When M. Gobert, called up in his turn, left for Verdun he was replaced by myself, liberated while I was at the Verdun front because I am the father of seven children. I thus became editor, manager, printer, and staff all in one.

Forced Removal

During the last two years the *Courrier* was obliged to change its address twice. It moved first to the premises of a photo-engraver, whose workshop was situated in a part of Rheims which enjoyed a certain amount of tranquillity. When we left there it was for the center of the city, a commercial printing-office opposite the little door of the cathedral.

Our removal was due to the following circumstances. The *Courrier* was originally accommodated in the premises of a well-known English firm, Sir Isaac Holden and Sons, of Bradford, important woolcombers in Rheims. The journal had acquired Sir Isaac's private residence, near the wool-combing factory on one side, and not far from the Colbert Barracks on the other. This proved to be doubly dangerous, for it received on the one hand the shells falling too short, intended for the barracks, and, on the other, those too long, meant for the factory.

One day when we were busy printing off the edition a shrapnel shell struck the cylinder of the press and the fragments flew in all directions. By a miracle no-one was hit. As the staff fled into the adjoining shop they were followed by another shell, which exploded in the middle of a roll of paper. They were about to take refuge in the publishing department when a third shell anticipated them, coming through the ceiling and destroying the machine used to print addresses. The workmen only reached the cellar, 40ft. deep, in time. The same cellar served shortly after for a battery of artillery, which was passing on the neighboring boulevard when a shell fell in their midst.

After we had settled down near the cathedral I occasionally revisited our old premises at Holden's and every time I went there I noticed new depredations. A shell, landing at the foot of a wall, tore a hole in a brick partition and, striking a linotype machine, threw it forward nearly 2ft. I traced the marks of 50 projectiles on the house, which is now partly destroyed. Behind our office the Holden factory, which covered several acres, had been burned by a shower of incendiary shells, and the chimney stack, 250ft. high, had been knocked over by a shot at the base. This happened three weeks ago.

Under the shadow of the cathedral we spent a less agitated time than in the zone of projectiles destined for the wool-combing factory of the "accursed England." The fury displayed by the Huns in 1914 against the cathedral had somewhat calmed down. In 1915 and 1916 the only sensational visitors were some 150 shells, one of which pierced the arch of the transept. Another ripped the roof off the *Eclaireur* office; and a third broke in three the electric standard on the pavement outside and blew in our windows, replaced so often that they consisted of tracing paper instead of glass. For a similar reason the tiles on the roof had mostly been replaced by tarpaulin, which in its turn was riddled by machine-gun bullets from German airmen.

Merciless Bombardment

A fortnight before the beginning of the Franco-British offensive the Germans began to grind the city to powder bit by bit. Each quarter in turn was mercilessly pounded, on systematic lines. In the ruins accumulated by the 210mm. (8.3in.) and 305mm. (12in.) guns the 77mm. (3.1in.) incendiary shells lighted flames which completed the disaster. Asphyxiating bombs, distributed in profussion, prevented the firemen and rescue corps from approaching the groups of burning houses.

The conduct of the Rheims inhabitants during this period of redoubled Boche fury was superb. I cannot here record all the instances of bravery of which I have been a witness or which were reported to me. But I must mention the heroism of a noble woman, Mme. Baudet-Dupuy, wife of the director of the champagne firm Veuve-Pommery. She, with four other people, was killed while placing a wounded soldier in her motor-car. Such was the intensity of the bombardment that the chauffeur, who was instantly killed, remained dead at the wheel, and the occupants of the car lay stretched on the seats from eleven o'clock in the morning until nine o'clock in the evening before their bodies could be removed.

Mr. Lloyd George, your Prime Minister, is one of the distinguished visitors I have seen in Rheims during the past year. He was standing, apparently deep in meditation, on the square in front of the cathedral, before the monument of Joan of Arc. With his cloak turned aside, and his hands thrust into his pockets, his head and chest thrown back, his attitude was that of profound admiration. For a long time he gazed at the face of the national heroine, to whom Rheims has erected a statue.

In the same attitude and with the same sentiments many other Englishmen—who know what chivalry means—will in future look upon the city of Rheims, or, rather, what remains of it. For the intention of the Germans to reduce it to a heap of stones and ashes is evident. Since the first of April the city has received more than 80,000 shells, and has suffered more than Verdun. Its cathedral, mutilated and charred, has in the mass resisted up to now. But today its vaults and buttresses are being rudely shattered by bombs capable of levelling any kind of rampart. If the Germans, three weeks from now at the latest, have not been cleared out of the massifs of Berru and Brimont, from which they dominate the martyr city, there will be nothing left of the oldest town in France and the most beautiful church in the world.

CARMEN

All-Of-A-Sudden Carmen. By Gustav Kobbe. Illustrated. G. P. Putnam's Sons. $1.35 net (gold).

While Mr. Kobbe's book will interest all those who desire to have a peep behind the scenes at the Metropolitan Opera House and see something of what goes on in that mysterious realm, its strongest attraction will probably be for the fathers and mothers of the present generation who are old enough to remember the days of Grau. For this story dates back to the time when "The Huguenots" was sung with a cast of seven stars, when "Faust" appeared frequently upon the bills, "Don Giovanni" was sung by singers well versed in the art of "bel canto," and Calve as Carmen reigned supreme. Into this world comes the baby foundling, left one night at the stage door, adopted by the old chorus singer Yudels, and named "Signora" by Planky, the great French baritone-bass. She soon becomes the pet of the entire Opera House, from the greatest of the prima donnas down to the stage carpenters; what others acquire only after long years of study she breathes in, absorbs by association. And so it is not strange that she should at last be "All-of-a-Sudden Carmen."

The very slight plot is merely a thread on which to hang a detailed description of the world behind the scenes at the Metropolitan Opera House, and of much of the mechanical ingenuity which goes to the production of grand opera. Singers whom all New York once flocked to hear are easily recognisable through the very thin disguises with which the author has cloaked them. It is, for instance, not difficult to identify "Planky," the big French baritone-bass, idol of the Sunday night concerts, a great artist who sang "The Two Grenadiers" in a way which always evoked a storm of applause, or the wonderful prima donna, "Madame Carave," who as Carmen "had no rival," or the German mezzo who sang forbidding roles like Ortrud . . . and was the mother of eight children. The story is written in an agreeable style, and there is a well-done bit of pathos in the picture of the old chorus singer who finally obtained the triumph of which he had never dared even to dream.

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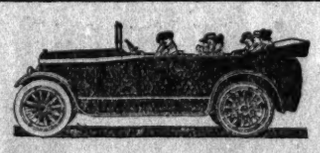
THE GREAT  KING-EIGHT
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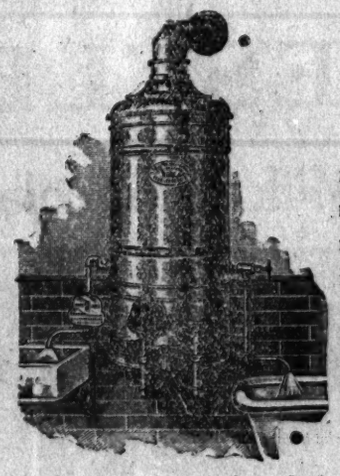

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RHEIMS CATHEDRAL LIKELY SOON TO FALL

Cracked Walls Of The Famous Edifice Bulging And Roof Full Of Holes

WHITNEY WARREN VISITS IT

Makes Careful Inspection At Request of the French Government

By Wythe Williams

Paris, May 14.—I have just visited Rheims in company with Whitney Warren, who was invited by the French Government to make a new report on the condition of the cathedral in view of the recent terrific bombardment. This is the third time that the American architect has been called upon to give his professional study to the systematic destruction of the building.

For three hours we wandered undisturbed and unaccompanied through the magnificent ruin, taking dozens of photographs, Mr. Warren making minute comparisons of the present condition with that of the time of this last visit six months ago. In summing up his findings, he said:

"The cathedral is now in grave danger of total destruction. In the recent bombardment seven of the flying buttresses were shot away, so that the walls, particularly those of the transept, are so weak that just one chance shot would bring all that portion of the building tumbling down. The walls are full of cracks, and are really just hanging together, depending only on the thin iron supports inserted through them. Considering the entire cathedral, I would say that probably three such chance shots or possible half a dozen would raze it to the ground.

"With the loss of the flying buttresses the pressure of the other supports has become so great against the other walls that they are bulging out. New cracks are appearing constantly, so that the vicinity of the cathedral is very unsafe. It could be saved if no more shells hit it. I don't mean it could be restored. It is too badly smashed ever to be restored, except in spots. What I mean is it could be preserved as it is—a wonderful and inspiring ruin, quite as magnificent in its way as the Roman Colosseum. No matter what further destruction occurs it seems to me it should be kept simply as a ruin to let the whole world see throughout all time what savages the Germans really are. Even to preserve it would be a difficult task, but nowadays it is possible to preserve almost anything, and I believe a temporary support could be installed, both inside and outside the walls, that would prevent them from falling until they could be sufficiently strengthened and again made intact. However, the Germans are probably able to prevent the building being saved, as they seem intent on its total destruction.

Hauts Reliefs Half Intact

"Since I was here the last time I should say its condition is over 50 per cent worse. The whole exterior is now too badly scarred for any modern restoration to make anything of it. The magnificent hauts reliefs of the fourteenth century that covered one entire interior end wall are by some miracle still half intact. They are the most unique treasure of the Cathedral. There is nothing like them any place else in the world but, alas, they cannot be removed as they are carved out of the Cathedral itself. I am glad to see the authorities are now building a thick brick wall covering them, but inasmuch as the Germans have lately been sending shells of 380 millimeters into the building it will be more than a miracle if they escape.

"Of course, it is simple to see that the German statement that the cathedral has been shelled because it is used as an observation post is only another of their lies. The cathedral towers are about eighty meters high, and you can count about sixteen French observation balloons hereabouts that are at least 300 meters high. What good would the towers be as an observatory? Also the Germans cannot truthfully charge they are firing at the cathedral to destroy French batteries because you can easily determine and so can they that there is no French battery within a mile of it. Also they lie when they say that the shells hitting the cathedral have been accidental and that they didn't really mean to hit it because as you can also easily see when approaching Rheims in the distance the cathedral looms above the town as big as an elephant in a backyard. No, the Germans are ruthlessly destroying this great work of art because they are what they are—that is to say, because they are Germans, just Germans—there is no name to call any one that could be worse."

The interior condition of the cathedral is now so bad it is impossible to keep the rubbish cleared, as was the case up to a month ago, when visitors were constantly taken there. Then there was only one hole in the roof, but now there is a succession of great holes and fissures joining them, so that the floor is in places five feet deep with crumbled masonry. The high altar has totally disappeared and the priceless stained glass of the windows has now all gone.

"The greatest miracle of all is that the building has resisted destruction so long," Mr. Warren explained. "It is only the great thickness of the walls and the stone arches of the roof that have saved it from falling long ago."

During the period of the war preceding the great allied offensive in April it is estimated that about 30,000 shells fell on the city and church, but during the "spite bombardment" that followed the offensive 20,000 shells of all sizes were rained on the place during a period of eight days; and even yesterday while we were there the destruction was still going on, shells constantly falling in all parts of the city. We had ample proof of the size of the shells deliberately hurled at the cathedral when in the midst of a pile of crumpled masonry under the transept we came upon an unexploded shell of 380 millimeters.

Much Champagne Stored Up

After visiting the church we made a brief tour of the city and found throughout a great change from a few months ago. Like Verdun and Arras the place is gradually disintegrating, falling into final ruin. Up to the last bombardment about 17,000 of the 120,000 inhabitants of before the war remained there, but then about 10,000 more were evacuated, leaving 7,000 as the present population. The famous hotel, Lion d'Or, in the square facing the cathedral, which has kept open throughout, was finally compelled to close its doors, and the carriages which have become famous for the pertinacity of their drivers in remaining to conduct sightseers through the town were also compelled to quit. But even during the beginning of the final heavy shelling they held on. When one side of the street was getting shelled the entire line of vehicles took their stand on the opposite side or a little further along where there was comparative safety, and often artillery officers brought up from various points would leave their military automobiles at Division Headquarters, which is installed in one of the famous champagne cellars, and calmly hire a carriage to drive them out to the batteries.

Speaking of champagne cellars, an officer at headquarters told me that the inhabitants are counting on the intage now bottled in the city to restore the city after the war. He said that there are 80,000,000 bottles at a present valuation of $140,000,000. It is proposed instead of selling this labeled by the year that for sentimental reasons it be called "the war brand," and that the entire output be disposed of under such a lebel as the authentic champagne of Rheims that resisted the Germans.

Our drive through the city showed scarcely a single house that has escaped at least partial destruction, and whole districts wiped out entirely. The Hotel de Ville is a complete wreck. There is nothing standing but fragments of the outer walls. This destruction was also part of the last bombardment. At the end of the tour we returned to the Place de la Cathedrale and turned off into the tiny Rue du Cardinal de Lorraine, where in an old palace adjoining the cathedral gardens, there still lives Mgr. Lucon, Cardinal of Rheims. He is 82 years of age, and, except for a trip to Rome to attend the conclave that elected the present Pope, he has not passed a day away from his beloved cathedral since the beginning of the war.

Although half his palace is in ruins—hit sixteen times during the bombardment—we were received with all the etiquette that goes with a visit to a Cardinal. With the few retainers who remained, Cardinal Lucon insists on all ceremony and the services that belong to each day. It is not often he consents to receive visitors, but he was anxious to see Whitney Warren to thank him and also Mrs. Warren for the large donations they collected in America for his fund that kept alive 200,000 refugees from Rheims and the Champagne districts.

Girl Unfurls Flag On Neglected Bunker Hill Monument

MISS GOLDIE CHARAK ©INTERNATIONAL

What army officers or State or Federal officials forgot, Miss Goldie Charak remembered. Miss Charak, who is a resident of Charlestown, Mass., noticed that the famous Bunker Hill Monument was without a flag, so she purchased one and without a speech, music or other ceremony, unfurled the Stars and Stripes on the memorial erected to one of America's greatest victories. The photograph shows Miss Charak with her flag at Bunker Hill Monument.

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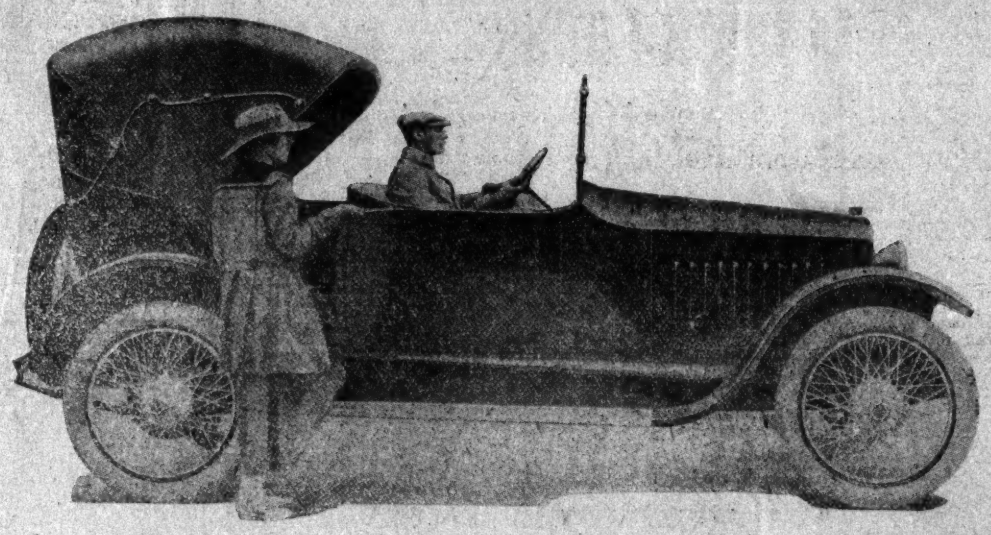

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FRANCE GLORIFIED IS SUNDAY'S THEME

19,000 Cheer Wildly When He Says "Oh, God! How She Can Fight!'

1,086 ON SAWDUST TRAIL

'Old Dames' In Short Skirts, Evangelist Declares 'Get My Goat'

New York, May 17.—France, glorified by war, was held illustrating the heights to which a nation can attain while 19,000 in the big tabernacle cheered, and cheered and then began all over again. The climax of the Sunday address came when the evangelist, lifting his clenched fists above his head, broke out with: "Oh, God, how France can fight!" The storm of applause began again.

A majority of those who listened to the evangelist were women and among the audience were several thousand school teachers. At the close 1,086 journeyed down the saw dust trail to take Sunday's hand.

Sunday preached on "Is it well with thee?" and it was as a sort of aside from the thread of his discourse that he spoke of France. He said that Americans who went to Paris saw the cabarets, the high kicking, the painted women, the tawdry ornaments, and the bright lights, and they came to believe that France was frivolous, effeminate, and degraded. When the war came they found out that Paris was not the heart of France, and that in that land there were thousands of godly parents raising godly families. In an interval in the applause he eulogised the men and the women of France who are now serving their country.

"The people of the United States have heard of the bright lights of New York," he continued. "They have seen only the night lift through the bleary eyes of the Tenderloin; they have seen the women who revel there and the men who frequent the cabarets, and they have heard of the lounge lizards. They lose sight of the thousands of godly parents who are rearing their children on Manhattan. Real New York is not reflected in the white lights of the Tenderloin or the tawdry glitter of the cabarets. Real New York is reflected in the multitude who rush to this tabernacle and rush down the aisle, moaning and groaning to fall in the arms of Jesus."

Billy told several pathetic stories in illustrating his points and the crying in the audience was noticeable. He scored parents who do not bring up their children in the way they should go and who realise and warm them when it is too late.

"Yes," he said, "you wait too long. You wait until he curses you to your face before you teach him 'Thou shalt not take the name of God in vain.' You wait until he staggers into your presence before you teach him 'Look not on the wine when it is red.' You wait until he steals and is off for the penitentiary before you teach him 'Thou shalt not steal.' You wait until he has robbed some girl of her virtue before you teach him 'Thou shalt not commit adultry.' You wait too long."

There was a laugh when Billy said that many a "frizzly haired little sissy" knows more than her grandmother. "Why they know it before they get on long skirts—" then Sunday paused in his race up and down the platform and added: "You can't tell by their skirts these days. Some of the old, dames wear them short. You can't tell by looking at them whether they are twelve of fifty. They get my goat. No wonder the dogs turn out better than kids."

"Go home," and he banged his stand, "go home and look in the mirrow and say, 'There is the old lobster who is to blame.' There are a lot of prominent men and women in New York who if they died tonight you would not have to look in the obituary notices in the newspapers to know where they had gone."

Sunday spoke to an audience of 4,000 persons in the afternoon, and 304 hit the trail. Here are some the gems handed out by the evangelist to his afternoon audience:

"If we were real Christians we would not get moved around on the checkerboard of life so often, and that God-forsaken gang, Congress, would get up and do something."

"The Church, in her endeavor to serve God and Mammon, is becoming crosseyed and losing the power to know good from evil. The Church is sick and needs a remedy. Many preachers are like some physicians—long on diagnosis and short or therapeutics. Some sermons, instead of being a bugle call for service, are nothing but showers of spiritual cocaine."

Sunday said he had no use for moral snobs, and that the teachers of the Pharases were four flushers.

"You might as well expect me to cry 'Hoch the Kaiser,' as to preach the so-called religion of the Pharases of today. The trouble with some church people is that they go to church on Sunday and to hell on the other six days of the week," he said.

THRASH BRITISH PRISONERS

Germans Whip Those Falling Ill, Men Who Escaped Say

With the British Armies in France, May 1, (Correspondence of The Associated Press.)—Three British soldiers, who have just succeeded in escaping from a German prison camp a few miles back of the fighting lines, tell a pitiable story of their treatment by the enemy. They declared there was a great deal of sickness in the camp due to fatigue and starvation.

"If we showed the slightest disposition to go sick," said one of the men today, "we were either thrashed with whips or struck with the butt end of a rifle."

Although this soldier had been in enemy hands only three months, he had dropped in weight from 182 pounds to 108. He was a living skeleton. His feet had been frosen and were gangrenous for lack of treatment. The men had neither overcoats nor blankets during the coldest weather of the Winter. When captured in a raid they wore leather jackets. These the Germans took away from them immediately. The Germans also stripped the rubber lining from their prisoners' shrapnel helmets and took away their regimental badges for the brass that was in them.

One of the men was badly wounded making the perilous trip across No Man's Land at the end of the escape. For food the prisoners received daily a quarter loaf of bread, one plate of thin soup, and about every second day a cup of weak coffee substitute. On a few occasions they had a bit of meat about the size of a lump of sugar. Recently the men were compelled to work so near the front they came under shell fire from the British guns. This was an exceptional instance, however, they said.

The French prisoners were constantly employed just back of the firing line and suffer many casaulties, but in the camp they were better treated than the English. It was strange to hear this story in view of the sleek appearance of the German prisoners in English hands, all well fed, well nourished, paid for their bits of labor and permitted to buy comforts at the canteens under the same conditions as the Tommies.

SHELLING OF SANTO A MARVELOUS SIGHT

Italian Troops Nearing Mountain Crest Despite Desperate Defense

By Perceval Gibbon

With the Italian Army, May 17. (Despatched to The London Daily Chronicle.)—The new Italian line, embracing much ground which we overlooked from our observation points for many months, is being hotly counterattacked by the Austrians, Cucco. (Kuk.) Vodice, and the surrounding maze of tangled mountain heights where the stolid, dust-caked Italian infantry are standing in their newly burrowed trenches being veiled by the smoke of the sensational shelling.

Cucco is curved and ridged. Vodice is a long saddle, bridging Cucco to Monte Santo. As I watched them today I saw both aflame, lifting a great scarf of smoke against the purity of the Spring sky, while Santo, the most spectacular mountain on this almost theatrically beautiful front, gave its wonderful imitation of Vesuvius in eruption. Tranquil little Gorizia, which even now while it lies in the vortex of battle has not lost its character of holiday amenity, swoons under a roof of shell smoke, while the enemy demonstrates his absurdly simple psychology by shelling to rags the town which he no longer hopes to reconquer.

All their tactics regarding Gorizia have always had a murderous quality. Now, in addition to six-inch high explosive shells and an hourly shell from a forty-two centimeter howitzer, which has delivered several of them, enabling us to establish beyond doubt the caliber of the gun, they are contributing to the sufficiently adventurous life of the remaining inhabitants by sprinkling gas shells, whose deadly miasma hangs about the empty screened streets for hours. I myself had a strong lungful of the filthy stuff this morning.

Till the moment of telegraphing every Austrian reaction to the Italian advance has proved vain. There is no point at which our magnificent allies have yielded a single inch of conquered ground. The Austrians came back at Cucco with devilishly intense shelling upon an area of the crest which they naturally know to an inch, and early this morning re-attacked their lost positions with ponderous forces.

The picturesque point is Monte Santo. It is a steep cone, with slopes like the side of a roof, and on the summit straggle white buildings of a monastery long since shot to ruins. A single cypress, black and monumental, stands not far from the shattered walls of the close, clear-cut against the shell-vexed sky. About it a frenzy of shells roars and blazes. Our barrage and theirs mingle in a hellbroth of fire and smoke, through whose tempestuous fog emerges at moments that single statuesque tree, monumentally and tragically faithful to its duty of sentinel over the graves of forgotten saints.

But slowly the Italian lines are crawling uphill, paying with their valorous lives for every yard of progress. If in England anybody doubted Italy's capacity for liberal sacrifice or her intention toward victory at all costs, he is now answered.

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There he gets a job as a motion picture actor. In a series of misadventures he spoils all the picture in which he is working and drives the manager to distraction. That night he and a companion go out for a good time on their day's pay. They look upon the juice of the grape when it is red, which leads to many adventures, After they have been badly man-handled, they seek their room only to get into the wrong one. They are found by an irate husband, who hurls them into a bathtub of icy water, which finally brings them to their senses.

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MAP GERMAN DEFENSES

Fighting Escorts Enable Camera-Bearing Machines To Work

By Bartimaeus Cadiz

London, May 15.—The Royal Naval Air Service found itself "over the other side" at the time the shells of the British monitors began feeling for the hidden batteries of the Boches behind the Belgian coast.

The navy that flies garbed itself in khaki but retained a naval cap, with eagle wings in place of the crown and anchor in the badge.

Wherever its squadrons were based they rigged a flagstaff, flew a white ensign at the peak, erected wooden huts, painted them service gray, labeling them messdeck and wardroom, gunroom, &c., as the case might be. They divided the flights into port and starboard watches, and solemnly asked leave to "go ashore" for recreation. They filled in shellholes, leveled the ground for aerodromes, ran up hangars, and excavated dugouts, whither they retired in a strong, silent rush—the expressions is theirs—when the apprehensive Boches attempted to curtail their activity with bombs.

And by degrees the right machines came along. The navy that flies swung itself into them critically, flung them about in the air three miles high, testing and measuring their capabilities. Then they fought them, crashed them, improved on them till they were righter still, and finally proceeded to "put the wind up on old man Boche" in a way that helped the navy that floats enormously.

But, apart from its spotting duties, necessarily intermittent, the Royal Naval Air Service undertook a photographic reconnoissance of the entire Belgian coast from Nieuport to the Dutch frontier. The work in progress at Ostend and Zeebrugge, the activities of submarines and destroyers inside the basins, locks, and quays, the gun emplacements and the results of bombs dropped on them the night before—all were faithfully recorded by these aerial cameras. The negatives were developed and printed and the resultant bird pictures enlarged and studied through stereoscopic lenses and finally given to the monitors for their information and guidance. Since it is not given to every one to recognise the entrance to a dugout or a group of searchlights as they appear from a height of 20,000 feet, the photographs were embellished with explanatory notes for the benefit of any one unaccustomed to such unfamiliar aspects of creation.

Foe's Operations Accurately Mapped

The Germans' claim to be a modest people. They were busy as beavers. They resented these importunate photographers with all the fervor that springs from true modesty. Their anti-aircraft guns plastered the intruders with bursting shrapnel, and from every coast aerodrome Boche machines rose like a cloud of angry hornets to give battle. Yet day after day fresh plates find their way to the developing trays, and a comparison between the official reports of flights, couched in laconic terseness of phrase good to read, and the amazing results obtained gives perhaps the truest measure of the work performed by these very gallant gentlemen. Not a spadeful of earth can be turned over, not a trowel of cement added to a bastion along the coast, but a note appears a day or two later upon the long chart which adorns the record office of this particular squadron. A crumpled escorting machine may have come down out of the clouds, eddying like a withered leaf, to crash somewhere behind the German lines; there may be somewhere near the shore a broken boy in goggles and leather, lying amid the wreckage of his last fight. Such is the price paid for more dots added in red ink to a couple of feet of chart; but so long as the photographic machine returns with its camera intact the price is paid ungrudgingly.

The work of these photograph recorders, pilot and observer alike, differs from all other forms of war flying. Their sole duty is to get negatives; everything is haphazarded but the given objective. This necessitates steering a perfectly steady course, regardless of all distractions, such as bursting "Archies" and angry Albatross fighters. They leave the fighting to their escorts and their fate to Providence. The observer, peering earthward through his view-finder, steers the pilot by means of the reins until he sights the line on which the desired series of photographs is to be taken. Once over this, the pilot flies his machine on an undeviating course, and the observer proceeds to take photographs. When all the plates have been exposed, they turn around to return home with what remains of the escort. On occasions the escorts have vanished, either earthward or in savage pursuit of the resentful, though faint-hearted, Boches. This is when the homing photographers' moments are apt to become crowded with incident.

Combat At Three-Mile Altitude

One such adventure deserves to be recorded. It happened about 12,000 feet above mother earth. The official reports, typed in triplicate, covered some dozen lines, the actual events an equal number of minutes; but the story is one that should live through eternity.

"While exposing six plates," says the official report of this youthful recording angel, "I observed five H. A.'s cruising."

"H. A." stands for "hostile aeroplane."

"Not having seen the escort since returning inland, the pilot prepared to return. The enemy separated, one taking up a position above the tail and one ahead. The other three glided toward us on the port side, firing as they came. The two diving machines fired over 100 rounds, hitting the pilot in the shoulder."

As a matter of fact, the bullet entered his shoulder from above, behind, breaking his left collarbone, and emerged just above his heart, tearing a jagged rent down his breast. Both his feet, furthermore, were pierced by bullets; but the observer is not concerned with petty detail.

"The observer held his fire until H. A., diving on tail, was within five yards."

Here it might be mentioned that the machines were hurtling through space at a speed in the region of 100 miles an hour.

The pilot of H. A., having swooped to within speaking distance, pushed up his goggles, laughed triumphantly as he took sight for the short that was to end the fight. But the observer had his own idea how the fight should end.

"I then shot one tray into the pilot's face," he says, with curt relish, and watched him sideslip and go spinning earthward in a train of smoke.

He then turned his attention to his own pilot. The British machine was barely under control, but as the observer rose in his seat to investigate the foremost gun was fired, and the aggressor ahead went out of control and dived nose first in helpless spirals.

Suspecting that his mate was badly wounded in spite of this achievement, the observer swung one leg over the side of the fuselage and climbed on to the wing—figure for a minute the air pressure on his body during this gymnatic feat—until he was beside the pilot, faint and drenched with blood, who had nevertheless got his machine back into complete control.

"Get back, you ass!" he said through white lips in response to inquiries how he felt. So the ass got back the way he came, and looked around for the remainder of the H. A.'s. These however, appeared to have lost stomach for further fighting and fled.

The briddled machine returned home at 100 knots, while the observer, having nothing better to do, continued to take photographs.

"The pilot, though wounded, made a perfect landing"—thus the report concludes.

BAGGY BRITISH COAT FOR OUR SOLDIERS

Army Chiefs, Impressed By Costume Of British Officers, Adopt It As Model

New York, May 18.—There is to be a change in the model of the field uniform worn by the United States Army more than fifteen years, according to an officer who received unofficial notification of the plan a few days ago. A War Department order is expected in a day or two to announce the alteration formally. It is stated that the new model will follow the style of the British field uniform in nearly every particular.

The change in uniform is one of the first tangible results of the visit of the British military men who come to this country with the Balfour Commission and who are now in the bureaus of the War Department with their American allies in a sort of advisory capacity. The baggy coat of the British officers and their comfortabe turn-down collar furnished the model from which the army tailor sketched an American variation which will be accepted for the use of our troops.

The new uniform will be of the same material as is issued now—khaki for Summer and olive drab wool for Winter wear. The tight neckband which was adopted while blue was still the field as well as dress color for American troops, and which remained even when khaki was issued, is now discarded, both for officers and enlisted men. A tie will probably be required to be worn as part of the uniform.

Two huge pockets are at the waist of the new coat. They are more accentuated in the officer's than in the private's coat. The pockets will hold as much as a small-sized suitcase, and it is said they furnish, together with the easy collar, the two arguments that decided the shift. The tunic belt, a distinctive feature of the British uniform, will be retained in the American model, if the present plans are carried out. This belt, which is only a band around the waist of the coat and shapes it a little to its wearer, has two steel hooks which support the heavy leather equipment belt.

There is no difference in the trousers worn by the British and American soldiers. When the wide-brimmed campaign hat is exchanged for the steel helmet it will be hard to tell which country's forces are occupying the trenches.

The new model uniform will not be issued to the enlisted men until the accumulated stock of old-style uniforms has been exhausted. At present 400,000 of these uniforms are in the arsenals. Officers will probably order the new models from their tailors as soon as the order comes out.

GIRL IN GERMAN AIR CORPS

Lieut. L.——Has Taken The Place Of Her Fiance, Killed In Battle

Geneva, May 3, (Correspondence of The Associated Press.)—A German girl aviator, belonging to a rich family at Constance, whose finance, a member of the Flying Corps, was killed in France in an aerial raid last November, has taken up his work as aviator and aerial scout. Fraulein L—, who is 21 years of age, has the rank of Lieutenant in the army and dresses like an officer, and few know her secret.

According to the Konstanzer Zeitung, she has brought down three enemy machines on the Vosges-Befort front, and has learned to handle a machine gun in an airplane like a man. With hair cut short and a strong face, the journal adds, the young woman cannot be distinguished from other young officers. She has been fighting in the air for four months, and has had two narrow escapes, being forced to land within the German lines, but has not been wounded.

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CAMBRIDGE DEGREE TO PAGE

Ambassador Shares Honors With Gen. Jan Christian Smuts

London, May 16.—Cambridge University today conferred the degree of LL.D. on Walter H. Page, the American Ambassador, and General Jan Christian Smuts, the South African commander. Laudatory addresses in Latin were made in conferring the degrees, and the recipients, who were cheered loudly, broke precedent by making speeches of acknowledgment.

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Consul-General Sammons Advises St. John's Students On Service To The State

Thirty-six young students received their degrees at the Commencement Exercises of St. John's University, Jessfield, before a large audience, yesterday. This is the largest number that ever graduated at one time. The Hon. Thomas Sammons, Consul-General for the United States, was the principal speaker in English, while Mr. C. H. Chu, the Kiangsu Commissioner of Foreign Affairs, addressed the graduating class in Chinese.

The honorary degree of Bachelor of Arts was conferred by the university on its registrar, Mr. O. Z. Li, in recognition of his valuable services to the institution during past years.

The university cadet corps in a dress parade was reviewed by Commissioner C. N. Chu under the command of Major O. W. Gott, jr., U. S. A. A smart exhibition of signal drill and camping, staged by the boy scouts of the Middle School of the university, opened the program of the day.

Dr. F. L. Hawks Pott, in his opening remarks announced that the fund raised by the alumni and the undergraduates for the Cooper memorial, in memory of the late Prof. F. C. Cooper, was more than expected. Over $10,000 was subscribed for the cause, forming half of the contribution for the erection of the edifice. He also announced that the graduating class this year has decided to present to the university a section of the iron fence which will surround the campus.

The full text of Consul-General Sammons' speech reads:

"Exacting official duties have prevented me from participating in numerous commencement exercises at Shanghai, and I have been unable, therefore, to respond to the previous invitations of Dr. Pott to address St. John's Graduating Class. In the meantime, Dr. Pott and your equally gracious Bishop Graves, have never failed to respond to the call of service on behalf of American public functions. This constant readiness on their part to serve others has caused me to feel a growing sense of responsibility and indebtedness.

"However, with daily increasing war-time activities, it seemed exceptionally impracticable for me to consider the acceptance of the invitation to address you today. The fact that I am here is due to my admiration for St. John's in general, coupled with a deep sense of obligation to Dr. Pott and Bishop Graves in particular. To this may be added my appreciation of the whole-hearted and public spirited qualities of members of St. John's faculty. And herein, in fact, may be found a thought for the men of the Graduating Class.

Be Of Service

"Be helpful. Lend a hand. Stand ready to assist in any good cause. Start in the home and family and expand your service to aiding the community and the state, and then do what you can to make the world in general better by your presence in it.

"If the head men of St. John's had not been so persistently helpful on behalf of American national holiday observances and public functions, many of us might not feel so great an interest in your beloved University and all associated with it. Your leaders have responded to the call for help, being ever conscious, I have no doubt, that every good and worthy act contributes to making the world in general better to live in and die in, as well. Their devotion to a life of service inspires others to make extraordinary efforts to do likewise.

"In endeavoring to follow their lead, my first effort was in the direction of securing some other and more capable speaker to address you today. Being pressed to act myself, I had to protest that I had no time in which to prepare an address. Finally, having failed to obtain a substitute, it was agreed that any impromptu remarks that I might make would be quite satisfactory.

With a view to having a firm foundation on which to base appropriate remarks, I deemed it in order to seek some information of a more reliable nature, regarding Protestant religious and educational effort in this country, than had previously been able to obtain. My inquiries concerned more particularly American educational and religious work, although, in yielding to a thirst for authentic information, I went so far as to ask for, among other data, something of the origin and history of foreign religious educational propaganda in China.

"Realising that at this time of the year Dr. Pott is unusually busy, and in order to obtain a variety of views, I made inquiry among other prominent educators, particularly as to matters not concerning St. John's.

"Also, knowing that it would be difficult to answer some of my questions, I suggested approximate results and replies of a general character. In due course I learned that Mr. David Z. T. Yui for a long time had been trying to secure a part of the information which I was seeking, and had applied to that well known repository of all knowledge regarding united Missionary work in China, the Rev. E. C. Lobenstine.

"A few days later, while attending the American School exercises, I ventured to speak to Mr. Lobenstine about this matter, and he promptly inquired, with a mischievous twinkle of the eyes: "Are these the same questions you sent to Dr. Pott?" If so, he feared it would be most difficult or next to impossible to answer some of them.

"As Dr. Frank D. Gamewell, the eminent specialist on educational work in this part of the world and editor-in-chief of the Educational Review, published by the China Christian Educational Association, was also present at the time, I mentioned to him my search for reliable information. He asked: "Do you refer to the questions you put to Mr. Wilbur?" Dr. Gamewell offered pertinent suggestions and withdrew in favor of those already enlisted in aiding me. Apparently all the foremost educators of Shanghai were being mobilised in the effort to supply me with desired authentic information! However, herein is found my second thought for this Graduation Class.

Seek Information

"Do not be too modest in endeavoring to obtain it. Be sure of your facts. Check up what is told you. Seek out several reliable sources of information. Carefully verify your returns, and do not allow your personal pride to prevent you from making reasonable inquiries, even if by doing so you show your own lack of knowledge. Be a circumspect interrogation point. In this regard, follow His Excellency, a foremost Chinese statesman, one who is well known to all Americans. Learn that people, as a rule, are not averse to imparting general information on topics regarding which they are well posted. Be a good listener. Remember the essential facts, applying them to advantage to your own purposes in life, and lastly, give credit where credit is due.

"In practising what I am preaching, I hasten to say that the eminent educators referred to contributed to the highly interesting and informative answers given to my inquiries, as summarised below. Dr. Pott supplied the facts regarding St. John's; Mr. Lobenstine, from his vast fund of data, furnished the remarkable statistical returns; Mr. Wilbur covered the Y.M.C.A. results and Mr. Yui presented pertinent views on the procedure in determining what vocation in life Chinese students are to follows:

"1. When was foreign educational work begun in China and by whom?

"Ans.: In 1829 the first American Missionaries arrived in China. The first girl's school was started in Ningpo in 1844. The first college at Tungchow, Chihli, in 1860. There is no data at hand to show what educational work may have been done by Roman Catholic Missions prior to the dates given.

"2. Approximately how many Chinese men and women have received foreign education, and in what language?

"Ans.: The average number of pupils in Mission Schools during the 13 years from 1876 to 1889 was 11,377, or a total of 147,901; during the 16 years from 1889 to 1905, 37,259, or a total of 576,144; during the 10 years from 1905 to 1915, 115,328, or a total of 1,153,280. Allowing four years—a very liberal allowance—as the average period of study, it will be seen that about 469,331 have been taught in Protestant Mission Schools since 1876. Of these, approximately 92 per cent have been taught in the English language and the remaining 8 per cent in the several Continental European languages. The data may be further summarised thus:

Year	No. Pupils	Mission Schools American	British	Continental
1876	5,917	52%	37%	11%
1899	16,836	58%	36%	6%
1905	57,683	50%	42%	8%

"This shows that during the three years herein listed the approximate percentage of those attending American Mission Institutions in China was 53 1/3%, attending British Institutions in China 38 1/3%, and attending all other Continental European Missions in China 8 1/3%.

"3. Approximately, what vocation is followed by Chinese who have received foreign education?

"Ans.: Mission work, teaching, commerce, medicine, engineering, and Government Service. The consensus of opinion is that a greater number follow mission work as their vocation, with teaching and commerce following in the order mentioned.

"4. Approximately, of course, how many of those receiving foreign education are to be classed as possessing what may be termed a common school of college education?

"Ans.: During the last fifteen years about 37,500 students have passed through the mission high schools and 3,750 have continued their education in colleges. No figures are at hand for the twenty-four years prior to 1900.

"5. Of those receiving a foreign education, how many received the same as the result of religious efforts in China? Protestant or Catholic?

"Ans.: Up to 1905 a very large percentage of foreign educational work was done by Mission Schools. Since then the Government has instituted foreign studies in its schools and the number now receiving foreign education in Mission Schools, although much larger in fact than in previous years, is but a small percentage of the total number of students receiving foreign instruction in China. Protestant educational work is very much wider in its extent and scope than that carrived on by the Roman Catholic institutions. It is only within the past few years that the latter have definitely entered the field of general education.

"6. How much approximately, have foreign religious bodies, of all denominations, spent in educational work, or in combined educational and religious work, in China and how many foreign men and women have been engaged?

"Ans.: The latest figures available show that North America spent G.$18,793,991 for Protestant Mission work in 1916, while all others—the various British and Continental European Protestant nations—spent in 1913 the sum of G.$13 884,411, making a total of G. $32,678,402 for one year. Of this total amount approximately 20%, or G.$7,535,680 was spent for mission work in China. Of the G.$7,535,680 spent in China in one year, North America spent approximately G.$3,758,798 or 49.8%.

"The American Y.M.C.A., has expended approximately $2,750,000 gold in China, about $1,000,000 of which represents buildings.

"The total number of American foreign mission workers in the world in 1915 was 10,497 and of all other societies—the various British and Continental European Protestant nations—14,173 in 1912, making a total of 24,660 workers. Of this total about 22% are in China, making 5.338 (of which 2,309 or about 43% are Americans) Protestant mission workers in China.

"7. Of the total of the above, what has been St. John's contribution in money, men and women.

"Ans.: The total value of the present plant of St. John's is Gold $325,000 and the amount appropriated annually is Gold $50,000. The present staff of Americans is 24. Altogether sixty men and women have been connected with the institution since its foundation. The total expenditure at St. John's since its beginning, including salaries, is about Gold $1,000,000.

"8. How many Chinese men and women have been educated at St. John's and St. Mary's Hall, and what are their activities in life? That is, in what general lines are they working?

"Ans.: The girls' department at St. John's is St. Mary's Hall and no data is at hand concerning the latter. Since 1879 about 2,666 students have attended St. John's. Most of them have finished only the middle (or high) school course. 218 have taken their degrees from the college. Of the college graduates about 36% have entered upon educational careers; about 14% are practicing medicine; and about 6% each are engaged in commerce, engineering, the Government Service and the Ministry.

"9. What are the notable instances of exceptional success in religious, business or professional life among graduates of St. John's?

"Ans.: Dr. W. W. Yen, Minister to Germany; Dr. V. K. Wellington Koo, Minister to the United States; Mr. Alfred S. K. Sze, Minister to England; Dr. Y. T. Tsur, President of Tsing Hua College; Dr. Z. T. K. Woo, Superintendent of the Hanyang Iron and Steel Works; Mr. S. C. Chu, General Secretary, Shanghai-Nanking Railway; Mr. T. T. Wong, Director-General of the Chinese Student's Educational Cimmission at Washington; Dr. Hawkling L. Yen, Secretary, Board of Foreign Affairs; Mr. David Z. T. Yui, General Secretary of the Chinese Y.M.C.A.; Rev. P. N. Tsu, Rector of the Church of our Saviour; Dr. Yen Fu-ching, Dean of the Medical Faculty, Yale College, Changsha, China; Judge W. Y. Hu, Justice of the Supreme Court of Appeals, Peking.

"St. John's Graduating Class of 1917 will no doubt contribute to the above distinguished list.

"10. What is the customary procedure in determining what vocation in life is to be followed by Chinese students who seek a higher foreign education? Do they or their parents or guardians decide, or is the advice of foreign educators sought or followed?

"Ans.: There does not seem to be any scientific method of determining the vocation to be followed. Formerly the vocation was practically decided upon by the parents and teachers, the student having practically no choice. Now the student himself has an unduly large voice in determining his vocation. Both students and parents are anxious that foreign education and advice shall be obtained. The vocation decided upon seems to be governed more by circumstances and environment than by any personal choice or special preparation.

"Obviously, a number of the questions had to be answered along broad, general lines. The replies that indicate the vast sums of money that have been expended and the number of American men and women engaged in religious and educational work in this great country, are most impressive. Still more important, and no less impressive, are the results attained. Had I the time, I would be glad to further analyse the significant statistical data to the end that it might be indicated what relative per cent of returns results from the efforts of and the expenditures by British and American Mission workers in China.

"In keeping in touch with the activities of the China Agency of the American Bible Society, I have become acquainted, through the kindness of Dr. John R. Hykes, with the fact that during the year 1916, there were distributed 12,982 Bibles, 62,951 Testaments, and 2 198,777 portions, making a total of 2.247,710 units distributed a total increase over distributions in 1915 of 29 964 units.

"This is an increase of 2,055,495 units over the total distribution made in 1893 by the American, British and National Foreign Bible Societies. The figures for 1915 show that the American Bible Society distributes about 36% of the total distributions in China.

"Mr. Yui, however, was asked one other question—one of stupendous importance to all China.

"11. What per cent of the Chinese peoples may be classed as educated in a common school sense. To this Mr. Yui replied:

"Ans.: As to the percentage of Chinese people classed as educated in a common school sense, we have no definite statistics. By general agreement the percentage of illiteracy in the country is estimated at 90 per cent. This of course does not compare favorably with many other nations.

China's Demand For Education

"Herein may be found another thought for the graduating class, to wit: China's demand for education. Eagerness for knowledge everywhere emphasises China's demand for education. With $60,000,000 illiterates what an opportunity is presented for all who may dedicate their lives to work of this kind!

"In this connection, a fourth thought concerns a young man who received a flattering offer to represent China in an educational capacity in a foreign country. This young man was born of Chinese parents in China and was educated at St. John's before going abroad to complete his studies. He could have remained in a foreign land under comfortable conditions, but he responded to the call to give his life to educational efforts in China. As I examined into some of his ingenious methods that are calculated to arouse his people to a realisation to their lack of general, common school education, I was thrilled with the matchless ambition and determination of this young man to patriotically serve his country in its hour of need. This reference to patriotism suggests still another thought.

Practical Patriotism

"In China today a successful native business man may be a practical patriot of the most desirable and valuable type. Year by year plain ordinary business enters more and more into the vital affairs of nations. For instance, what a practical patriot would be the son of China who could today supply a number of vessels to help carry away thousands of tons of Chinese products that now remain on these shores because of a lack of Chinese foreign going shipping facilities! But I must not omit, in this connection, to state that recently for an historic brief period the American flag was kept afloat in the trans-Pacific steamship service by American born Chinese!

"Practical patriotism may yet move Chinese educators to utilise the vernacular newspapers of the country in educating millions of their countrymen along lines of helpfulness and public service.

"But in a more restricted sense, practical patriotism may begin with the individual citizen of the Republic, in making his life more useful in a public sense. And this leads to the question of selecting a vocation in life with a view to recognising the needs of the country, and not following individual taste or personal or family pride in such matters.

"In a still more restricted sense every man and woman may exert practical patriotism in every day life, and the graduates of St. John's can do their share by fitting themselves in a practical sense for the duties that come to them. Some will exclaim: 'So many men and women are hopelessly and helplessly impractical.' This applies to all nations, but to apply it to the graduates of St. John's and to Chinese graduates of our colleges and universities at home, I may say that I have made diligent inquiry regarding their measure of usefulness in Shanghai's busy life. Putting aside what results I have obtained, permit me to say that greater success and higher salaries might, as a rule, be realised in many instances if greater practical qualities were displayed. Many fail to realise, in China as elsewhere, that mere book knowledge without practical application does not alone win success.

School Of Foreign Commerce

"Many other thoughts, of a political or industrial nature, crowd forward for recognition, but I may not discuss them at this time. I very much desire to say, however, that I presume St. John's will, in due course, have a *School of Foreign Commerce or a Chair of Foreign Commerce.*

"One reason for again referring to this may be found in the answers to my questions regarding the activities of the members of you former graduating classes. St. John's and China may well welcome more captains of industry in foreign trade. All countries welcome more men of strong, robust, righteous character; more men who can take their place in the highest ranks of international industrial relations. St. John's has eminent men among her graduates who are serving their country in many difficult tasks, but, all in all, considering all sides of the situation, it may in due course be agreed to give further attention to practical foreign educational activities in an industrial sense.

China's Billion Tael Foreign Commerce

"As emphasising the importance of educational activities of an industrial character, I may add that China's foreign commerce is now greater than ever, notwithstanding the great war. The highest record was reached in 1916, being approximately one billion Haikwan Taels. It would have been much more if China possessed adequate shipping facilities. Still, the grand total shows nearly a 50 per cent increase over ten years ago. For 1916, the declared exports from China to the United States alone reached nearly one hundred million gold dollars, being an advance of about Gold $24,000,000 over the previous year. For the year 1916 the importation of Chinese products from Shanghai by the United States exceeded in value those of any other two countries combined. Thus, for the first time the United States took first place in Shanghai's foreign trade.

Righteousness And Resourcefulness

"Before closing I must not omit a passing reference to righteousness and resourcefulness. In all walks of life, those who succeed most continuously in great and small undertaking are supported and guided by righteousness and resourcefulness. In the long run righteousness and resourcefulness win.

"By righteousness in a broad sense I mean the recognition of a supreme universal plan and purpose in the creation of all that is and the adjustment of our lives to fit into this plan and purpose, to the end that the world is benefited by our presence in it. And by resourcefulness, in an equally broad sense, is meant the ability to combine preparedness with practical service.

Many men, both foreign and native, are drawing limited salaries or are doing a limited business at Shanghai and elsewhere because they are not resourceful. Resourcefulness enables a man, in addition to specialising on some one great effort in life, to turn his hand to many useful things, and on short notice, with passing or exceptional ability. You may find in Shanghai a Chinese graduate of one of the greatest universities of the world who is receiving a very limited salary simply because he does not possess sufficient resourcefulness to enable him to quickly grasp and adroitly dispose of ordinary business transactions. He lacks as many others do, that alertness and initiative that drives men to do things which, coupled with doing them well, means ultimate success.

"Too many young men, in China and throughout the world, allow a certain amount of book learning to more or less separate them from practical usefulness in every day life.

Integrity, Sincerity And Practical Utilisation Of Learning

"Your great sage said: 'A nation without integrity cannot stand.'

"And the Bible says; 'Righteousness exalteth a nation.'

'Thou shalt provide out of all the people able men, such as fear God, men of truth, hating covetousness.

"I would also commend to you what Confucious said about sincerity. He is sincere who chooses what is good and firmly holds to it. There are several requisites:

"1. Study what is good,
"2. Accurate inquiry,
"3. Careful reflection,
"4. Clear discrimination,
"5. Earnest practice

The last is most important, for what is the use of learning if you are incapable of practical utilisation of what you learn?

Retain Old Customs That Are Good

"On the whole, nevertheless, I would urge keeping to the old customs that are good; do away with those that are bad. Confucius said:

"'Digest the old if you wish to learn the new thoroughly. Then you are fit to be leaders.'"

Mr. Chu, the Foreign Commissioner, expressed his great appreciation for the emphasis that St. John's places on Chinese literature and cherished the hope that colleges under native administration will do the same thing. He stated that he felt the irony of the situation when a foreign institute is preserving the Chinese national literature, while the natives are inclined to abandon it.

Degrees of Bachelor of Arts were conferred upon Tsai Chen-hua (with honor), Lin Pu-chi (with honor), Yang Ven-k'ai (with honor), Ch'i Wei-hsin (with honor), Hsu Nai-li, Chen Ch'i, Yao Shou-yien, Wang Shou-lun, Teng Shuh-kun, Kao Tzu-fen, Tai En-chang, Hua Hsin-ching, Yang Teh-pao, Chu Yao-hua, Chang Shih-lin, Yang Kin-hui and Li Kuoh-chang.

Certificates granting the title of Bachelor of Science were awarded to Fan Ying-chou (with honor), Fan Wen-chao (with honor), Chao I-hsing (with honor), Meng Te-chi (with honor), Feng Chien-ching (with honor), Ma Tsung-te, Ch'en Chi-fah, Ch'en Tsai-ming, Kuo Teh-hsin, Ching I-min, Hsu Chao-chun, Ts'ai Chen-ya, Yang Pao-hwang, Chang En-yung, Wu Chung-fu, Yen Liang-hui, Liu Ting-wei, Chen Hsing, Wang Chien-chi.

Diplomas to graduates of the School of Chinese Literature were presented to Ch'u Hsuan-ying, Liu Lin-sheng, Yang Tsung-ching, Meng Te-chi, Yang T'i-jen, Ts'ai Ho-chang, Kung Hsien-fen, Ting Kuo-chien, Chang Shih-lin, Lan Chi-ch'u, Chang Wen-pih, Yeh Mou-tao, Hsin Chen-hsiang, Lo Yu-ming, Hsien Yung-tsu, Wu Chung-fu, and Fan Wen-chao.

The School of Theology presented diplomas to the following graduates: Shen Tzu-kao, B. A., Tung Hsuan-ch'ing, B.Sc., Teng Shuh-k'un, Yang Te-pao, Chang Shih-lin.

To encourage good scholarship in all lines of studies, numerous prizes were also presented.

SHANGHAI-NANKING RAILWAY ABRIDGED TIME TABLE.

Shanghai North To Nanking and Peking—Up (Main Line) Peking and Nanking To Shanghai North—Down

STATIONS.	Express R	Local	Slow	Coolie Goods	Fast R	Local	Night Express R S.
SHANGHAI NORTH dep.	7.55	..	8.23	9.00	12.50	15 20	23.0
SOOCHOW dep.	9.41	..	11.02	12.18	14.57	18 13	1.08
WUSIH dep.	10 25	..	12.21	13.48	15.52	19.41	2.10
CHANGCHOW dep.	11.42	6.50	13.42	15.01	16.47	20.45	3.1
TANYANG dep.	12.09	8.03	14.59	16.14	17.48	..	..
CHINKIANG dep.	12.55	8.50	15.57	17.18	18.32	..	5.06
NANKING arr.	14.15	10.58	17.50	19.25	20.05	..	6.50
NANKING FERRY arr.	14.10	..	..	..	..	..	..
PUKOW dep.	5.15.30	T.P.R	.	..	..	..	..
TSINANFU dep	8.06	Second	..	..	..	..	..
TIENTSIN arr.	16.30	Day	..	..	..	..	..
CENTRAL dep.	17 00	P.M.R.	..	..	..	..	..
PEKING arr.	*19.50		..	..	..	..	..

STATIONS.	Local	Slow	Coolie Goods	Fast R	Express R.		Night Express R.
PEKING dep.	..	..	..	..	8.35	P.M.R.	..
TIENTSIN arr.	..	..	..	..	11.10		..
CENTRAL dep.	..	..	..	..	S. 12.00		..
TSINANFU dep.	..	..	..	..	9.31	T.P.R. Second Day	..
PUKOW arr.	..	..	..	..	18.00		..
NANKING FERRY dep.	..	..	..	..	14.20	..	..
NANKING dep.	..	7.00	7.30	11.15	14.20	16.55	23.00
CHINKIANG dep.	..	9.00	9.52	12.59	16.01	18.25	1.00
TANYANG dep.	..	9.57	10.5	13.4	16.58	19.19	..
CHANGCHOW dep.	6.20	11.14	12.23	14.52	17.3	20.30	3.08
WUSIH dep.	7.31	12.26	13.4	15.53	18.31	..	4.1
SOOCHOW dep.	8.46	13.50	15.08	16.55	19.28	..	5.3
SHANGHAI NORTH arr.	11.25	16.30	17.55	18.55	21.20	..	7.0

R. Restaurant Cars. S. Sleeping Cars. *Connects with through Siberian Service.

Woosung Forts to Shanghai North—Up (Branch Line) Shanghai North to Woosung Forts—Down

WOOSUNG FORTS dep.	6.55	8.15	10.45	13.[illegible]	14.10	18.20	19.[illegible]0	19.55	22.10	SHANGHAI NORTH dep.	6 15	7 35	10.05	12.15	14.00	15.50	17.25	18.10	21 20
KIANGWAN dep.	7.22	8.42	11.12	14 37	15.07	18.47	18.37	20 2[illegible]	22.37	KIANGWAN dep	6 29	7.46	10.16	12.3[illegible]	14.11	15.41	17.36	9.21	21.41
SHANGHAI NORTH arr.	7.30	8.50	11.[illegible]	14.46	15.15	18.55	18.45	20 30	22 45	WOOSUNG FORTS arr.	6.50	8 10	10 40	12.50	14 35	16.05	18.00	19 45	22.05

SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI NORTH TO ZAH KOU—"DOWN" MAIN LINE. ZAH KOU TO SHANGHAI NORTH—"UP"

STATIONS	Local	Fast	Slow	Coolie & Goods	Local	Express	Local	Local	Local
Shanghai North dep.	....	7.40	8.55	10.05	....	14.05	...	....	...
Jessfield dep.	....	8.01	9.[illegible]	[illegible].26	...	14.25	....	....	....
Soczwei dep.	....	8.16	9.25	0 35	....	14 34	....	....	....
Lunghwa Junction dep.	....	8.28	9 48	11.00	....	14.52	....	....	....
Shanghai South dep.	...	*8.00*	*9.20*	*10.30*	*13.35*	*14.30*	*16.10*	*16.45*	*18.00*
Lunghwa Junction dep.	....	*8.28*	*9.48*	*11.00*	*13.53*	*14.52*	*16.29*	*17.03*	*18.18*
Songkiang dep.	...	9 13	10.55	12 10	....	15 28	17.47	....	....
Kashai dep.		10.03	11.5[illegible]	13 33	....	16.15	18 57	....	....
Kashing dep.	7 20	10.36	1 36	14.16	....	16.45	19.30	....	....
Yeh Zah dep.	8.08	1 14	13 0	15.15	....	17.21	....	....	....
Chang An dep.	9.10	1.49	14 04	6 10	....	17 55	....	....	....
Hangchow dep.	10.38	2 58	5 26	17.47	....	18.[illegible]4	....	....	....
Zah Kou arr.	11 00	13.09	15 45	18.15	....	19.10	....	....	....

STATIONS	Local	Local	Local	Fast	Slow	Local	Coolie and Goods	Express	Local
Zah Kou dep.	....	....	....	6.45	8.10	....	8.55	14 15	16 0[illegible]
Hangchow dep.	...	....	....	7.15	8.40	....	9.33	14 40	16.38
Chang An dep.	...	....	....	8.15	9.56	....	11.03	15.26	17.57
Yeh Zah dep.	....	....	....	8.52	10 40	....	12 30	15.57	18.56
Kashing dep.	...	....	7.25	9.40	11.30	....	14.07	16.38	19.40
Kashai dep.	....	....	8 00	10.05	12.00	....	14 47	17.01	....
Songkiang dep.	....	....	9 18	10.57	13.03	....	16 18	17.49	....
Lunghwa Junction dep.	*8.35*	*9.58*	*10.37*	*11.48*	*14.05*	*14.55*	*17.22*	*18.33*	...
Shanghai South arr.	*8.53*	*10.13*	*10.55*	*12.05*	*14.23*	*15.13*	*17.40*	*18.50*	....
Lunghwa Junction dep.	...	....	....	11.44	14.07	....	17 22	18.32	....
Soczwei dep.	....	....	....	11.53	14 17	....	17 32	18 42	....
Jessfield dep	....	....	....	12.01	14 26	....	17 41	18 51	....
Shanghai North arr	....	....	....	12.20	14.45	....	18.00	19.10	....

KON ZEN CHIAO TO ZAH KOU KIANGSU BRANCH LINE. ZAH KOU TO KON ZEN CHIAO

Kon Zen Chiao..	dep.	7 05	8 30	11.05	14.05	16.05	18.15	Zah Kou.....	dep.	....	9.40	12.20	...	17.15	....
Ken Shang Mun.	dep.	7 5	8.50	11.20	14.21	16.20	18.29	Hangchow... ..	dep	7.45	10.05	12 50	14.55	17.40	18 50
Hangchow.....	dep.	7 35	9.05	11 35	14.3[illegible]	16 37	18.37	Ken Shang Mun,	dep.	8.00	10 23	13 05	15.[illegible]0	17.5[illegible]	19.02
Zah Kou.....	arr.	....	9 25	11 55	...	17 00	....	Kon Zen Chao..	arr.	8 18	10.35	13.1[illegible]	15.2[illegible]	18.05	19.15

A WORD OF CAUTION

DON'T NEGLECT YOUR KIDNEYS.

Keep the kidneys well. They do more work than any other organ of the body, because the blood all goes to the kidneys thousands of times a day to be filtered and purified.

Think for a moment what happens when the kidneys do not act properly.

These impurities stop in the system. They are poisons, and cause more different kinds of trouble than any other sort of poison, for they saturate every nerve and tissue.

But Doan's Backache Kidney Pills are the special kidney helper. They act only on the kidneys and bladder, and they heal and correct their action in a gentle way. That helps the kidneys to properly filter these poisons out, and when this is done you will be well in every fibre.

You may be ill, and never have suspected your kidneys as the cause. If so, note carefully whether their action is normal. Is there a sediment? Is there rheumatism, neuralgia, sciatica, gravel? Are you excitable and nervous, sleepless and irritable? Is the stomach right? Do your limbs swell (dropsy)? Have you no ambition, no life?

These are some of the symptoms of kidney impurities in the blood. There are many more, but these show our meaning.

Whatever you do, whatever you think your disease is, look well to your kidneys at the first sign of anything wrong. Give them just the aid they require in

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FINANCIAL AND COMMERCIAL NEWS

Exchange and Bullion

Shanghai, June 30, 1917.

Money and Bullion

	Tls.
Gold Dollars Bank's buying rate @ 91=Tls.	1.10
@ 72.3=Mex.	$1.52
Mex. dollars Market rate	72.05
S'hai Gold Bars: 978 touch	—
Bar Silver	1805
Copper Cash	
Sovereigns: Buying rate @ 3/9=Tls.	5.33
exch. @ 72.3=Mex.	$7.37
Peking Bar	274
Native Interest	.18

Latest London Quotations

Bar Silver	39½d.
Bank Rate of Discount	5%
Market rate of discount:—	
3 m-s.	%
4 m-s.	%
6 m-s.	%
Exchange on Shanghai, 60 d-s.	
Ex., Paris on London Fr.	27.33
Ex., N. Y. on London T.T. $	476½
Consols £	—

Exchange Closing Quotations

London	T.T.	3/9½
London	Demand	3/9⅝
India (nominal)	T.T.	278½
Paris	T.T.	518½
Paris	Demand	519
New York	T.T.	89½
New York	Demand	89⅝
Hongkong	T.T.	67
Japan	T.T.	57½
Batavia	T.T.	215

Bank's Buying Rates

London	4 m-s. Cdts 3/10⅛
London	4 m-s. Docy. 3/10⅞
London	6 m-s. Cdts. 3/11⅛
London	6 m-s. Docy. 3/11⅜
Paris	4 m-s. 534
New York	4 m-s. 92⅞

The following are the Customs Rates of Exchange to the end of June:—

£1	=Hk. Tls.	5.03
Hk. Tls.	1=Francs	5.4[illegible]
" "	1=Marks	4.41 (nom.)
Gold $	1=Hk. Tls.	1.06
Hk. Tls.	1=Yen	1.85
" "	1=Rupees	2.98
" "	1=Roubles	3.56
" "	1=Mex. $	1.50

Stock Exchange

Transactions

TODAY'S QUOTATIONS

Shanghai, June 30, 1917.

Official

Hongknog and Shanghai Bank $620.00

Langkats Tls. 15.50
Kochien Tugs Tls. 35.00
Shanghai Docks Tls. 93.75
Shanghai Docks Tls. 94.50
Almas Tls. 10.50
Senawangs Tls. 14.00

Unofficial

S. M. C. 6% debs 1905 Tls. 91.00
Telephones Tls. 80.50
Shanghai Lands Tls. 80.00
Hall & Holtz $16.50

Sharebrokers' Association

Transactions

BUSSINESS DONE

Shanghai, June 30, 1917.

Unofficial

Shanghai Gas 6% debs. @ Tls. 79.00 cash
Shanghai Gas 6% debs. @ Tls. 80.00 cash

London Rubber Market

Reuter's Service

London, June 28.—Today's rubber prices were:—
Plantation First Latex Crepe:
Spot: 2s. 5¾d. paid.
October to December: 2s. 7½d. paid.
Tendency of Market: Very Steady.
Previous Quotation, London, June 27:—
Spot: 2s. 5d. paid.
July to December: 2s. 6½d. buyers.
Tendency of Market: Steady.
London, June 29.—Today's rubber prices were:—
Plantation First Latex Crepe:
Spot: 2s. 5¾d. paid.
October to December: 2s. 7½d. paid.
Tendency of Market: Steady but quiet. ½
Previous Quotation, London, June 28:—
Spot: 2s. 5¾d. paid.
October to December: 2s. 7½d.
Tendency of Market: Very Steady.

LANGKAT DAILY OUTPUT

The following telegraphic information has been received by the general agent from the Sumatra director and manager of the Maatschappij tot Mijn-Bosch-en Landbouwexploitatie in Langkat:

"The output of crude oil for June 28 was 83 tons."

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Silk Market Report

Messrs. Wm. Little and Co., write as follows in their weekly silk market report:—

Our last report was dated 22nd inst.

White Silk.—The market has ruled quiet but firm with Tls. 5 advance obtained in some instances.

Tsatlee Filatures.—Pegasus 1, 2, Tls. 685 av.

Tsatlee New Style.—M. H. Y. Blue Dragon and Feima Ex. 1, 2, Tls. 725 av. Red Peacock Ex. 1, Tls. 680 av.

Steam Filatures.—A good business continued principally in medium grades open size at considerable advance on last rates.

Yellow Silk.—Mienyangs have opened at Tls. 420 for S. C. No. 1 H. K. 1, 2, 3, Tls. 405, 385, 365.

Tussah Filatures 8 coc.—New season cargo has been booked at Tls. 502½ av. for best grades.

U. K. METAL MARKET

Reuter's Service

London, June 29.—Today's metal prices were as follows:—

Standard Copper G. M. B.	£	s.	d.
f. o. b.	130	5	0
American Electrolytic 99 90% Copper f.o.b.	132	0	0
Lead L. B. c.i.f. per ton	Nominal		
Soft Lead "Spanish" f.o.b.	30	0	0
Quicksilver, Second hand Ex Warehouse f.o.b. (1/- Extra in flask)	20	0	0
Tinpates, I. C. W 20-24 100 lbs. 112 Sheets per Case tin lined Cases without Hoops f.o.b. Wales 36s.0d. to 41s.0.			
Muntz Metal, f.o.b. London or Liverpool (less ½%) (Nominal)		16¾	
Standard Tin (Cash)	244	0	0
Spelter (ordy) soft f.o.b.	52	0	0
Galvanised Sheets 24 Gauge f. o. b.	26	5	0
Standard Tin (3 Months)	238	10	0

BAR SILVER

Reuter's Service

London, June 28.—Today's silver prices were as follows:—

Bar Silver Spot: 39⅞d. A Little buying from China, Steady.

Previous Quotation, London, June 27:—

Bar Silver Spot: 29⅞d. China and other buying, Steady.

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Copies of the Directors' Report, Revenue Account and Balance Sheet may be obtained on application in person or in writing to the Managers

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FRAZAR & Co.

Chinese and Foreign Banking Announcements

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital	£1,200,000
Reserve Fund	1,900,000
Reserve Liability of Shareholders	1,200,000

Head Office:
38 BISHOPSGATE, LONDON, E. C.

Court of Directors:
Sir Montagu Cornish Turner, Chairman.
Sir Henry S. Cunningham, K.C.I.E.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
W. H. Neville Goschen, Esq.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
Lewis Alexander Wallace, Esq.

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The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

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Bombay	Klang	Seremban
Calcutta	Kobe	Singapore
Castas	Kuala-Lumpur	Shanghai
Cebu	Madras	Sourabaya
Colombo	Malacca	Taiping
Delhi	Manila	(F. M. S.)
Foochow	Medan	Tavoy (Lower
Haiphong	New York	Burma)
Hankow	Peking	Tientsin
Hongkong	Penang	Yokohama

Shanghai Branch, 18 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought and received for Collection. Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

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Manager.

BANQUE DE L'INDO-CHINE

Capital	Frs. 48,000,000.00
Reserves	Frs. 48,000,000.00

Succursales et Agences:

Bankok	Hanoi	Saigon
Battambang	Hongkong	Shanghai
Canton	Mengtze	Singapore
Djibouti	Noumea	Tientsin
Dondichery	Peking	Tourane
Haiphong	Papeete	
Hankouu	Pnom-Penh	

Bankers:
In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Pari et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.
In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN,
Manager.

Banque Belge Pour L'Etranger

Filiale de la Societe Generale de Belgique
Societe Anonyme
Paid-up Capital ... Frs. 30,000,000

Head Office: BRUSSELS.
London office: 2 Bishopsgate.
Branches at Peking, Tientsin, Alexandria, Cairo (Egypt), and Rotterdam

President:
JEAN JADOT
Governor Societe Generale de Belgique.

Bankers:
London: Martin's Bank, Ltd.
Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque de l'Union Parisienne, Societe Annoyme.
Lyons and Marseilles: Comptoir National d'Escompte d'Paris.
New York: National City Bank of New York.

Interest allowed on Current Accounts Taels and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DEMETS.
Manager for China.

Hongkong & Shanghai Banking Corporation

Paid-up Capital		$15,000,000
Reserve Funds:—		
Sterling, £1,500,000 @ 2s.	$15,000,000	
Silver	18,500,000	
	$33,500,000	
Reserve liability of Proprietors	$15,000,000	

Head Office: HONGKONG
Court of Directors:
S. H. Dodwell, Esq., Chairman.
J. A. Plummer Esq., Deputy
Hon. Mr. C. E. Anton. [Chairman.
A. H. Compton Esq.
G. T. M. Edkins, Esq.
C. S. Gubbay Esq.
Hon. Mr. P. H. Holyoak.
E. V. D. Parr, Esq.
W. L. Pattenden, Esq.
Chief Manager.
Hongkong—N. J. STABB.

Branches and Agencies:

Amoy	Ipoh	Peking
Bangkok	Johore	Penang
Batavia	Kobe	Rangoon
Bombay	Kuala Lumpur	Saigon
Calcutta	London	S. Francisco
Canton	Lyons	Shanghai
Colombo	Malacca	Singapore
Foochow	Manila	Sourabaya
Hankow	Nagasaki	Tientsin
Harbin	New York	Tsingtau
Iloilo		Yokohama

London Bankers:
London County and Westminster Bank, Ltd.

Shanghai Branch: 12, The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN.
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid)	55,000,000
Reserve Fund	24,600,000
	Kpg. Tls.
Capital Contributed by the Chinese Government	3,500,000
Reserve Fund	1,743,000

Head office: PETROGRAD.
Paris Office: 9, Rue Boudreau.
London Office: 64, Old Broad St. E. C.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Societe General pour favoriser le Development de Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Lyons: Societe Gerenale pour favoriser le Development du Commerce et de l'Industrie en France.

Far Eastern Branches and Agencies

Bombay	Hailan	Peking
Calcutta	Hankow	Shanghai
Chanchun	Harbin	Tientsin
(Kwan chendze)	Hongkong	Tsingtau
	Newchwang	Vladivostock
Chefoo	Nicolayowsk	Yokohama
Dalny	(Dairen o-A	

85 Branches and Agencies in Russia, Siberia and Mongolia

SHANGHAI BRANCH

Interest allowed on Current Account and Fixed Deposits in Taels, Dollars and Roubles. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Deposit Boxes.

L. JEZIERSKI,
G. CARRERE,
Managers for China and Japan

The Shanghai Commercial and Savings Bank, Ltd.

9, Ningpo Road.

Paid-Up Capital	$ 300,000.00
Reserve	$ 10.000.00
Deposits (Dec. 31, 1916)	$1,400.000.00

Correspondents at principal cities in China, and domestic exchange a speciality.

Credits granted on approved securities. Bills discounted.

Current accounts in both taels and dollars with interest, may be opened on application.

Particulars of interest allowed on fixed deposits, in both taels and dollars, will be furnished on request.

K. P. CHEN,
General Manager.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital	$60,000,000
Paid-up Capital	$10.000,000

HEAD OFFICE: PEKING.
Branches and Agencies:
Peking, Tientsin, Newchang, Mukden, Changchun, Harbin, Dairen, Tsinan, Tsingtau, Kaifung, Hankow, Ichang, Shanghai, Wuhu, Yangchow, Chinkiang, Nanking, Shanghai, Hangchow, Ningpo, Foochow, Canton, Nanchang, Taiyuen, etc., etc.

SHANGHAI BRANCH,
3 HANKOW ROAD.

Loans granted on approved securities. Local bills discounted. Interest allowed on Current Deposit Accounts in Taels at the rate of 2 per cent per annum and on Fixed Deposits at the following rates:
For 3 months at the rate of 3 per cent per annum.
For 6 months at the rate of 4 per cent per annum.
For 12 months at the rate of 5 per cent per annum.

SUNG HAN-CHANG.
Manager.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of $5,000

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

Banque Industrielle de Chine

Capital	Francs 45,000,000

One-third of the Capital, i. e. Frs. 15,000,000, subscribed by THE GOVERNMENT OF THE CHINESE REPUBLIC

Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthelot.
General Manager, A. J. Pernotte.

HEAD OFFICE
74, RUE ST. LAZARE, PARIS.
Branches in Peking, Tientsin and Shanghai

BANKERS:
In France: Societe Generale pour le Development du Commerce et du l'Industrie en France.
In London: London, County and Westminister Bank, Ltd.

Interest allowed on Current Accounts and Fixed Deposits on application.

Every description of Banking and Exchange business transacted.

G. LION,
Manager.
1, French Bund, Shanghai.

Yokohama Specie Bank, Limited

(Established 1880.)

Head Office: YOKOHAMA, JAPAN.

Capital Subscribed	Yen	48,000,000
Capital Paid-up	"	30,000,000
Reserve Fund	"	20,800,000

London Bankers:
Union of London & Smith's Bank, The London Joint Stock Bank, Parr's Bank, Ltd.

Branches and Agencies

Antunghsin	London	Port Arthu
Bombay	Liaoyang	S. Francisco
Calcutta	Los Angeles	Singapore
Changchun	Lyons	Sydney
Dalny	Mukden	Sinanfu
Hankow	Nagasaki	Tiehling
Harbin	Newchwang	Tientsin
Hongkong	New York	Tokio
Honolulu	Osaka	Tsingtau
Kobe	Peking	

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa and China, and the chief commercial places in Europe, India and America, and every description of Banking and exchange business transacted.

K. KODAMA, Manager.

International Banking Corporation

Capital & Surplus	U.S. $6,500,000.00
Undivided Profits	1,010,000.00
	U.S. $7,510,000.00

Head Office:
55 Wall Street, New York
National City Bank Building.

London Office:
36 Bishopsgate, E. C.

Branches:

Bombay	Hongkong	Peking
Calcutta	Kobe	San Francisco
Canton	London	Santo Domingo
Cebu	Manila	San Pedro de,
Colon	Medellin	Macoris
(Cristobal C.Z.)		Shanghai
Hankow	Panama	Singapore
		Tientsin
		Yokohama

Through its close affiliation with the NATIONAL CITY BANK OF NEW YORK, the Corporation is able to offer the special services of the Branches of that Institution established at:—

Bahia	Rio de Janeiro
Buenos Aires	Santiago de Cuba
Genoa	Santos
Havana	San Paulo
Montevideo	Valparaiso
Petrograd	

The Corporation issues Commercial and Travellers' Letters of Credit and Travellers' Cheques, receives money on CURRENT DEPOSIT ACCOUNT and FIXED DEPOSIT on terms which may be ascertained on application, and transacts all other descriptions of Banking and Exchange business.

H. C. GULLAND,
Manager.
1a Kiukiang Road, SHANGHAI.

Nederlandsche Handel-Maatschappij

(NETHERLAND TRADING SOCIETY.)

Established 1824.
Paid-up-Capital—
Guilders 60,000,000 (about £5,000,000
Reserve Fund—
Guilders 9,925,431 (about £827,120)
Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.
Branches.

Banjermasin	Padang	Soerokarta
Bandoeng	Palembang	Tandjong Balei
Cheribon	Pekalongan	Tebin-Tinggi
Djember	Penang	Tegal
Djokjakarta	Pontianak	Telok-Betong
Hongkong	Rangoon	Tjilatjap
Kota-Radja	Semarang	Weltevreden
Makassar	Singapore	
Medan	Soerabaya	

London Bankers:
Union of London and Smith's Bank, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents, and transacts banking business of every description.

Current accounts kept in taels and dollars.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG.
Manager.

Commercial Bank of China

Head office: SHANGHAI

Subscribed Capital	Sh. Tls. 5,000,000
Paid-up Capital	Sh. Tls. 2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:
For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.
On Deposits in Dollars according to arrangement.

H. C. MARSHALL,
Chief Manager.

The Bank of Canton, Limited.

Incorporated 1912.

Authorised Capital	H.$2,000,000
Subscribed and paid up Capital	H.$1,371,500
Reserve Fund	H.$ 120,000
Investment reserve fund	H.$ 20,000

Head Office:
No. 6 Des Voeux Road, Hongkong.

Shanghai Office:
No. 2 Ningpo Road.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,
Act. Manager.

The Mercantile Bank of India, Ltd.

Authorised Capital	£1,500,000
Subscribed Capital	1,125,000
Paid-up Capital	562,500
Reserve Fund	600,000

HEAD OFFICE, 15 Gracechurch Street LONDON, E. C.

London Bankers:
Bank of England.
London Joint Stock Bank, Ltd.
Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Kandy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bahru	(Mauritius)
Galle	(Kelantan)	Rangoon
Hongkong	Kuala Lumpur	Shanghai
	Singapore,	

Shanghai Branch.

EVERY description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2% per annum and on Fixed Deposits at rates which may be ascertained on application.

R. D. YOUNG,
Manager.
7 Nanking Road. 9752

BANK OF COMMUNICATIONS

Specially authorized by Presidential Mandates of April 7, 1914 and October 31, 1915.

Paid up Capital: Kunping Taels 10,000,000

HEAD OFFICE: PEKING.
50 Branches and Agencies at principal commercial places in China.
SHANGHAI BRANCH
Interest allowed on Current Accounts and on Fixed Deposits in Taels and Dollars according to arrangements.
Credit granted on Approved Securities and Every Description of Banking and Exchange Business transacted.

CHAO CHING HUA,
Manager.

SUMITOMO BANK,

LIMITED
SHANGHAI BRANCH.
No. 1 Kiukiang Road

Capital (Paid-up)	Yen	15,000,000
Reserve	Yen	1,470,000
Deposits	Yen	120,000,000

President, Baron K. SUMITOMO

Head Office: OSAKA.

Branches:
Tokyo, Yokohama, Nagoya, Kyoto, Osaka, Kobe, Hyogo, Onomichi, Kure, Niihama, Hiroshima, Yanai, Shimonoseki, Moji, Wakamatsu, Kukuoka, Kurume, Honolulu, San Francisco, Bombay and Hankow

London Banker:
LLOYDS BANK, LIMITED
New York Banker:
NATIONAL CITY BANK OF N. Y.

Banking Business in General Foreign Exchange Business, Travelers' and Commercial Letters of Credit, Correspondents throughout the World.

S. KASAHARA.
Manager.
Tel. No. 3536 (Sumitomo Bank).
Tel. No. 4663 (Compradore Office).

中 孚 銀 行
Chung Foo Union Bank

Statutes approved by the Government in 1916
Head Office: Tientsin

Capital	$2,000,000.00
Paid up Capital	$1,000,000.00

Managing Director: SUN TAO SAN

Branches and Agencies:

Peking	Hankow
Shanghai	Hongkong
Nanking	Canton
Hsuchow	Pengpu
Yangchow	Chinkiang
Ningpo	Hangchow
Tientsin	Shaohsing

Shanghai Branch
441, Ningpo Road

Every description of Banking and Exchange business transacted.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Credits granted on approved securities.

Y. R. SUN,
Manager.
T. D. ZAR,
Sub-manager.

Business and Official Notices

ANTIMONY REGULUS.

(99% pure)

ALWAYS IN STOCK.

Apply, HUPEH GOVERNMENT MINING BUREAU, WUCHANG.

Tel. address "HUPEHMINE"

13721

FLY TRAPS

A new consignment has just been received per steamer

"YAWATA MARU"

Book your orders for same at once as no more are expected for some time.

A discount of 10% will be given to all orders of one case (each case contains ten traps) or over.

All repairing except broken springs done gratis.

TAKATA & CO.

Tel. 2472 8 Museum Road

14320

STYLISH FITTINGS ADD STYLE TO THE GOODS

BUSINES AIDS BY

V. K. SHEN & SON

Furniture Manfacturers and Decorative Contractors

THE PIONEERS F PRACTICAL SHOP FITTING

Shop fronts [METAL & WOOD] airtight showcases, window enclosures, bronzed, brass or nickel and silver plated fittings of every description, beveled glass shelves in all shapes, bank and office fittings and funiture, museum cases, and stands, etc.

Sketches and estimates Submitted Free

New Specimen and Sales Rooms: P372 Nanking Road, Tel. 5346
Head Office and Sales Rooms: 169 Hankow Road, Tel. 1710
Works: Tatung Road, and Sicca Road.

Good Shop Fronts and Fittings are Mute and Magnetic Money Makers

Kiangnan Poultry Farm

Chun Hsin Road (back of the S. N. Railway Station)

This Farm supplies best POULTRY TONIC for sale; particularly good for birds in summer season. One picul for $2.00 only. Please order from the farm and it will be delivered to you.

Yuen Woo Tai & Co.

Wholesale and Retail Dealers

Tel. No. North 3127.

C-217/218 Corner of Woosung and Quinsan Roads, Hongkew.

BAKERS, TOBACCONISTS, WINE and SPIRIT MERCHANTS, PROVISION SUPPLIERS.

Order Books will be sent on application.

Prices moderate.

14158

KINGMAN & BROS.

DENTAL-SURGEONS

of the Philadelphia Dental College and Garrestson's Hospital of Oral Surgery, Philadelphia, U.S.A., Will perform all Kinds of dental operation on modern Scientific principles And supply

Teeth of Superior Workmanship In Vulcanite, Gold and Alloy Plates, Gold Crown and Bridge Work.

All works are guaranteed to entire satisfaction.

No. 40 Szechuen Road.

13700

GOOD PRICES can be obtained at Auction and Private Sale for Rugs, Curios, in fact any Chinese Merchandise Suitable for use or ornaments by Public of Baltimore. Communicate, sending Samples, E. T. Newell & Company, 519 N. Howard Street, Baltimore, Maryland.

14161

CHUNG HWA TRANSLATION CO.

Undertakes translations of the following nature:

Letters, Contracts, News, Essays, Novels, Sciences, Advertisements, Regulations, Poems, Official Statements, Arts Descriptions, etc., etc.

from English into Chinese, and *vice versa*. Our translator is an expert with great experience. Translation is guaranteed. Speediness with satisfaction a speciality. Terms, from $5.00 per 1,000 words Catalogue Free. For particulars address:

CHUNG HWA TRANSLATION CO.

21 Foochow Road, Shanghai.

Telephone 3925.

Special Notice

of the

Yoh Yi Helpless Boys' & Girls' School

No. 7 Passage No. 415, Rue Ratard, Shanghai.

The undersigned warmly thanks those Allies and Americans who gave liberal donations to the above school during the past few months and the second half-year of 1916. Owing to the critical situation of the school's finances, their continued help is earnestly requested.

(Signed) MISS GLADYS E. LOH, Principal & Treasurer.

14322

LARGE STOCKS

of newly imported

AMERICAN CARGO

WIRE NAILS, sizes from 1 inch to 6 inches.

CORRUGATED IRON, packed in cases.

3' × 7' gauge 24-26-30.

WHITE ZINC in tins of 28 lbs.

PALE RAW BOILED LINSEED OIL AND TURPENTINE.

in tins of 5, 10, and 50 gallons. also supplies

PORTLAND CEMENT.

Green Island Brand, Hongkong,

PORTLAND CEMENT.

Dragon Brand, Haiphong.

in Casks.

The above at reasonable prices. For particulars apply:

G. FRANKEL,
Assistant Civil Engineer,
10 Chaoufoong Road.
Tel. North 2665.

14316

The Kota Bahroe Rubber Estates. Limited.

Notice is hereby given that the Seventh Ordinary Annual General Meeting will be held on Tuesday, the 3rd July, 1917, at 4 p.m., at the Shanghai General Chamber of Commerce, when the Directors' Report and Statement of Accounts for the year ended 31st March, 1917, will be presented and the ordinary business of the Company transacted.

The Transfer Books and Share Register of the Company will be closed from the 27th June to the 3rd July, 1917, both days inclusive.

By Order of the Board of Directors,

MEYER & MEASOR,

Secretaries & General Managers.

14272

FOR SALE

The Bungalow, and Mow 4.893, known as 10 Thorburn Road, adjacent to the Wayside Park, Eastern District.

For further particulars apply to MOORHEAD & HALSE,

17 Yuen Ming Yuen Road.

14286

MUNICIPAL NOTIFICATION

No. 2435.

7% (SHORT TERM) LOAN 1917.

UNDER the authority of Resolutions V and VI passed at the Annual Meeting of Ratepayers on March 21, 1917, the Council hereby invites applications for debentures in the 7 per cent Loan of 1917.

The debentures in this issue will bear interest from the date of purchase at the rate of 7 per cent per annum payable on June 30 and December 31 in each year. They will be issued at par and will be redeemed on June 30, 1922.

The scrip will be issued in denominations of Tls. 1,000, Tls. 500 and Tls. 100 to suit the convenience of applicants.

Application forms can be obtained from The Treasurer, Finance Department, 24b Kiangse Road, to whom all enquiries should be addressed.

By order,

N. O. LIDDELL,
Acting Secretary.

Council Room,
Shanghai, March 23, 1917.

14188

M. CHING CHONG

Proprietor, Yeh Mei-ching

Hardware and Metal Merchants Government Contractors

Materials of every description for Engineering

Naval and Marine Stores always in stock

Our entire stock is from well-known manufacturers, and our prices are moderate

Sole Agent for

The Chee Hsin Cement Co., Ltd.

We have also Black Dye in stock, Trade Mark Zang Kun 象牌 at moderate prices.

For further information, please apple to—

66-69 North Soochow Road, Shanghai

Tel. Gen. office No. 2971
Tel. Pri. office No. 4385

Carpets and Rugs

MADE TO ORDER

Carpets and rugs of every description manufactured. Only Expert Workmen of Peking and Tientsin employed. Newest patterns and most artistic designs. Materials guaranteed to be of the best quality. Only the best Chinese colour, which remains ever fresh and will never fade, is used. Our goods have already established a wide reputation. Our factory is run on modern lines in every way, and we believe it is the first of its kind in Shanghai. Prices have been lowered. Foreign orders from abroad are solicited.

HWA YENG FACTORY.

Nos. 11, 13 and 15 Route des Soeurs and Corner of Great Western Road.

ASTOR HOUSE, HOTEL,

TIENTSIN.

Cable Address:

ASTOR.

The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park, and located in the Centre of the Town's Life and Business.

Spacious and Luxurious Dining and Reception Rooms.

Comfortable Bedrooms with Bath; Double, Single or En Suite.

First-Class Cuisine and Selected Cellar, under Foreign Supervision.

Central Heating, Electric Light, Modern Sanitary Arrangements.

Hotel Motor-Omnibus and Porters meet all Trains and Boats.

THE MANAGEMENT.

LOCAL SHARE MARKET

Messrs. J. P. Bisset and Co., write as follows in their weekly share market report:—

The market continues in the same dull condition which has characterised it during the last few weeks. Rates are somewhat easier and the selling element predominates, no feature calling for special comment.

COTTON MARKET

Reuter's Service

London, June 28.—Today's cotton prices were:—

Mid-American Spot: 19.45d.

Sailed from Shanghai

For London, etc.
Fushimi Maru ..... May 7
Hirano Maru ..... May 3
Kaga Maru ..... May 16
Pembrokeshire ..... May 6
Tsuyama Maru ..... June 8

For Liverpool
Kashima Maru ..... June 30
Katori Maru ..... June 3

For New York
Tatsuno Maru ..... May 21
Tokiwa Maru ..... Mar. 21

For San Francisco, etc.
Nippon Maru ..... June 15
Siberia Maru ..... May 18
Tenyo Maru ..... May 28

For Seattle
Awa Maru ..... May 6
Yokohama Maru ..... May 14

For Tacoma
Mexico Maru ..... June 27
Panama Maru ..... May 15

STEAMERS FOR SALE

D/W Tonnage Capacity:—4,600 and 1,300, June; 1,800 June/July; 6,500, 3,200, 5,500 and 6,300, July; 1,400 July/Aug.; 5,700, 3,750, 800, 3,500 and 1,500, Aug.; 3,200 and 6,800, Aug./Sept.; 3,100 and 3,500, Sept./Oct.; 5,850, 5,000, 4,100, 1,500 and 6,000 Oct.; 2,500, 2,000, 1,500 and 2,050, Dec.; 1,900, Dec./Jan.

C. A. MARTINHO MARQUES,
96 Szechuen Road.
Tel. No. 380.

IF YOU WISH to have good results in Developing and Printing your Films, send to THE ASIA PHOTO SUPPLY CO. 135-A, Szechuen Road. 'Phone No. 1647.

13332

Sam Joe & Co

General Storekeepers, Grocers, Wine and Spirit Merchants.

Our goods are always absolutely fresh, being imported weekly from well-known manufacturers. "American" fresh fruit always in stock

PRICES VERY MODERATE
PROMPT ATTENTION GIVEN TO ALL ORDERS

Orders from outports and the interior are carefully packed, and all breakages will be promptly made good.

All kinds of Chinese and Japanese coal sold by us also.

A1114 Broadway
Telephone No. 1095.
SHANGHAI.

Amusements

St. George's Gardens

(Bubbling Well Road)

Open-Air Cinema

Every Evening at 9.15

Change of Programme on Mondays & Fridays

TOWA CINEMA THEATRE

Programme for July 1st

"NOBLE DEEDS"

A powerful Military Drama by Francis Mair. In Three Parts.

"Their Friend the Burglar"
Nestor Comedy.

"Luke and the Mermaids"
Lonesome Luk Comedy.

ALL NEW PROGRAMME EVERY MONDAY AND FRIDAY.

Admission Prices
1st class 30 cts., 2nd class 20 cts., 3rd class 10 cts.

TWO SHOWS
Every Night: 7.15 and 9.15 p.m.
Matinee today at 2.30 p.m.

COMMERCIAL CABLES

Reuter's Service

London, June 29.—Today's rates, prices and deliveries were:—

Consols 2½ % for a-c..... £54¾
Cheques on London at Paris.Fr.27.18
T. T. on London at New York .....G.$4.76½
Bar Silver (Spot)..... 30½
Bank of England Rate of Discount 5%
Market rate of Discount..... 4¾ %
Cotton; Egyptian F. G. F.....28.60d.
Cotton; M.G. Fine Scinde and Bengal .....16.10d.
Cotton; Mid American Spot...10.45d.
Plantation Rubber July (paid) 2s. 5⅝d.

Indian Tea No Auction.
Ceylon Tea No Auction.

BANK OF ENGLAND

Reuter's Service

London, June 28.—According to the Bank of England returns the proportion of reserve to liabilities is 22 per cent.

Bank of England rate of Discount 5%.

AMUSEMENTS

Lyceum Theatre

Monday, July 2nd

J. R. Willadsen presents

THE FRAWLEY COMPANY

IN

"PAID IN FULL"

July 3rd, 4th and 5th

"THE CLIMAX"

Mrs. W. J. Isenman

Shanghai's favorite Prima Donna will appear in the leading role

The entire receipts of Thursday's (July 5) Performance will be donated to The Allied Red Cross Funds

Note: Geo. Austin Moore and Cordelia Haager, in 20th Century Vaudeville, will precede "THE CLIMAX." Curtain rises at 9.15 p.m. sharp.

APOLLO THEATRE

Programme for July 1st.

"A MATRIMONIAL MARTYR"

Pathe-Coloured Gold Rooster Play

IN 5 PARTS

Featuring RUTH ROWLAND, supported by a superior cast, including Andrew Arbuckle, Daniel Gilfether, Marguerite Nichols and R. Henry Gray.

PRODUCED BY BALBOA

Pathe's British, French and American Gazettes depicting all the principal events

"A Hot Time in Snakeville" Essanay Comedy

"From Dough to Kneading Board" Heinie and Louie Comedy

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GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
July 6	..	San Francisco	Persia maru	Jap.	Alexander
17	..	Tacoma & Seattle	Hawai Maru	Jap.	O. S. K.
20	..	San Francisco	Korea maru	Jap.	Alexander
21		San Francisco	Col mbia	Am.	P. M. S. S. Co
21	10.30*	Victoria B.C. & Seattle	Inaba maru	Jap.	N.Y.K.
30	..	San Francisco	Siberia maru	Jap.	Alexander

FOR JAPAN PORTS

July 3	9.00*	Nagasaki, Moji and Kobe	Omi maru	Jap.	N.Y.K.
5	10.30*	Kobe & Osaka via Moji	Kasuga maru	Jap.	N.Y.K.
6	3.00	Nagasaki	Simbirsk	Rus.	R.V.F.
7	..	Nagasaki, Moji & Kobe	Chikuzen maru	Jap.	N.Y.K.
10	..	Nagasaki, Moji & Kobe	Chikugo maru	Jap.	N.Y.K.
14	..	Nagasaki, Moji & Kobe	Yawata maru	Jap.	N.Y.K.
17	..	do	Hakuai maru	Jap.	N.Y.K.
18	..	Kobe and Yokohama	Atsuta maru	Jap.	N.Y.K.
21	..	Kobe & Yokohama	Inaba maru	Jap.	N.Y.K.

FOR EUROPE, INDIA, STRAITS, ETC.

July 8	11.30*	London etc.	Mishima maru	Jap.	N.Y.K.
10	..	Singapore & Bangkok	Falstria	Sw.	E.A.Cr.
22	..	Liverpool etc.	Suwa maru	Jap.	N.Y.K.

FOR SOUTHERN PORTS

July 1	A.M.	Foochow	Hsinchi	Chi.	C.M.S.N.Co.
2	4.00	Ningpo	Hsin Peking	Br.	B. & S.
2	4.00	Ningpo	Hsin Ningshao	Chi.	N.S.S. Co.
2	8.00*	Takao via F'chow & Keelung	Taichi maru	Jap.	O.S.K.
3	4.30	Ningpo	Kiangteen	Chi.	C.M.S.N.Co.
3	D.L.	Swatow, Hongkong & Canton	Sunning	Br.	B. & S.
3	8.30*	Hongkong	Insba maru	Jap.	N.Y.K.
3	10.00*	Swatow, Hongkong & Canton	Wingsang	Br.	J.M. & Co.
5	..	Hongkong	Canada maru	Jap.	O.S.K.
5	D.L.	Amoy, Hongkong & Canton	Shantung	Br.	B. & S.
10	D.L.	Swatow, H'kong & Canton	Chenan	Br.	B. & S.
12	..	Takao via F'chow & K'lung	Keelung maru	Jap.	O.S.K.

FOR NORTHERN PORTS

July 1	A.M.	Chefoo & Tientsin	Anping	Chi.	C.M.S.N. Co.
1	7.00*	Antung	Wenchow	Br.	B. & S.
1	A.M.	Newchwang	Toonan	Chi.	C.M.S.N. Co.
2	noon	Tsingtao and Dalny	Kobe maru	Jap.	S.M.R.
3	3.00	Weihaiwei, Chefoo & T'tsin	Tungchow	Br.	B. & S.
3	noon	Weihaiwei, Chefoo & T'tsin	Koonshing	Br.	J.M. & Co
3	A.M.	Tientsin direct	Tungwah	Chi.	C.M.S.N. Co.
4	noon	Dalny & Newchwang	Shaohsing	Br.	B. & S.
4	5.00	Tsingtao	Sanyo maru	Jap.	S.M.R.
6	3.00	Vladivostock	Simbirsk	Rus.	R.V.F.
7	10.00*	Weihaiwei, Chefoo & T'tsin	Shengking	Br.	B. & S.
10	3.00	Weihaiwei, Chefoo & T'tsin	Fengtien	Br.	B. & S.
15	..	Tientsin, Dalny & Tsingtao	Kohoku maru	Jap.	O.S.K.

FOR RIVER PORTS

July 1	M.N.	Hankow etc.	Kiangyung	Chi	C.M.S.N.Co
2	M.N.	do	Kutwo	Br.	J. M. & Co.
2	M.N.	do	Yonyang maru	Jap.	N.K.K.
2	M.N.	do	Kianghsin	Chi.	C.M.S.N.Co.
3	M.N.	do	Tuckwo	Br.	J. M. & Co.
3	M.N.	do	Tachangmaru	Jap.	N.K.K.
3	M.N.	do	Tsinng	Br	B. & S.
4	M.N.	do	Wuchang	Br.	B. & S.
4	M.N.	do	Siangyang maru	Jap.	N.K.K.
4	M.N.	do	Kiangtoo	Chi.	C.M.S.N. Co.
5	M.N.	do	Tatoo maru	Jap.	N.K.K.
5	M.N.	do	Kiangwan	Chi.	C.M.S.N. Co.
5	M.N.	do	Tungting	Br.	B. & S.
6	M.N.	do	Chungking	Br.	B. & S.
7	M.N.	do	Poyang	Br.	B. & S.

* A.M. M.N.—Midnight. D.L.—Daylight.

Arrivals

Date	From	Ship's Name	Tons	Flag	Agents	Berth
June 30	Ningpo	Kiangteen	2012	Chi.	C.M.S.N.Co	KLYW
30	Tientsin	Koonshing	3233	Br.	J. M. & Co.	SHW
30	Japan	Omi maru	3222	Jap.	N.Y.K.	NYKW
30		Taichi maru		Jap.	O.S.K.	OSKW
30	Hankow	Kianghsin	2101	Chi.	C.M.S.N.Co	KLYW
30	Hankow	Kutwo	1924	Br.	J.M. & Co.	SHW
30	Hankow	Yohyang maru	1917	Jap.	N.K.K.	LPDW

Departures

Date	For	Ship's Name	Tons	Flag	Agents
June 30	Japan	Yamashiro maru	2326	Jap.	N.Y.K.
30	Liverpool etc.	Kashima maru	2416	Jap.	N.Y.K.
30	Hankow etc.	Tachi maru	1828	Jap.	N.K.K.
30	Hankow etc.	Nganking	1719	Br.	B. & S.
30	Manila	Colombia	14,900	Am.	P.M.S.S.Co.
30	Ningpo	Kiangteen	4012	Chi.	C.M.S.N.Co

For Southern Ports

FOOCHOW.—The Str. Hsinchi, Capt. E. Hansen, will leave on Sunday, morning. For Freight or Passage apply to C.M.S.N. Co.

NINGPO.—The China Navigation Co.'s str. Hsin Peking, Capt. A. Scott, R.N.R. will leave from the French Bund on Monday, July 2, at 4 p.m. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TAKAO (FORMOSA) via FOOCHOW and KEELUNG.—The Str. Taichi Maru, Capt. H. Ueda, will be despatched from the Co.'s Pootung wharf on July 2, at 8 a.m. The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at 9.30 p.m. on the previous day. For Freight and Passage, please apply to The Osaka Shosen Kaisha. No 4, The Bund. Tel. No. 4234 and 4047.

SWATOW, HONGKONG and CANTON.—The China Navigation Co.'s Str. Sunning Capt. W. L. Jones, will leave from the French Bund direct for the above ports on Tuesday, July 3 at daylight. For Freight or Passage apply to Butterfield and Swire Agents Freight Tel. No. 77, Passage Tel. No. 401.

AMOY, HONGKONG & CANTON. The China Navigation Co.'s Steamer Shantung Captain Meathrel, will leave from the French Bund direct for the above ports on Thursday, July 5, at daylight. For Freight or Passage apply to Butterfield and Swire, Agents, Freight Tel. No. 77, Passage, Tel. No. 401.

HONGKONG.—The Steamer Canada Maru, Capt. T. Suruga, will be despached from the Co.'s Yangtszepoo wharf on July 5, at ——— The steam-launch conveying passengers on board will leave the jetty at ——— on the same day. For Freight or Passage apply to The Osaka Shosen Kaisha. No 4, The Bund. Tel. No. 4234 and 4047.

For Foreign Ports

TACOMA & SEATTLE, CALLING at VICTORIA B.C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA.—The str. Hawai Maru Captain J. Kanao, will be despatched from on July 17, at ———Through Bills of Lading are granted for American Ports and overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co. at seattle and Tacoma. Consular Invoices must accompany overland shipment. The tender will leave the Customs jetty for conveyance of passengers and mails to the steamer, ———on the same day. For Freight or Passage, apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234, 4047.

Vessels Loading

For River Ports

HANKOW and PORTS.—The Str. Kiangyung Capt. W. McIlwain, will leave on Sunday night. For Freight or Passage apply to C. M. S. N. Co.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. Kutwo, tons 2,664 Captain Gibb, will leave on Monday, July 2, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson and Co., Ltd., General Managers. Tel. No. 240.

HANKOW and PORTS.—The Str. Kianghsin, Capt. J. R. Milligan, will leave on Monday, night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW and PORTS.—The Co.'s Str. Yohyang Maru Capt. A. E. Inwood, will be despatched from Pootung N.K.K. Wharf on Monday, July 2 at about 12 o'clock midnight. The last steam launch will leave Canton Road jety at 11 p.m. For Freight and Passage apply to The Nisshin Kisen Kaisha. No. 5 The Bund. Tel. No. 3256.

HANKOW & PORTS.—The Co.'s Str. Tachang M. Capt. H. Yamashita, will be despatched from Pootung N. K.K. wharf on Tuesday, July 3, at about 12 o'clock midnight. The last steam launch will leave Canton Road jetty at 11 p.m. For Freight and Passage apply to The Nisshin Kisen Kaisha. No. 5 The Bund. Tel. No. 3256.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. Tuckwo, tons 3,770 Captain Philip, will leave on Tuesday, July 3, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson and Co., Ltd., General Managers. Tel. No. 240.

HANKOW and PORTS.—The China Navigation Co.'s Steamer Tatung Captain Williams, will leave from the French Bund on Tuesday, July 3, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire. Agents, French Bund. Freight Tel. No. 77, Passage, Tel. No. 401.

HANKOW and PORTS.—The China Navigation Co.'s Steamer Wuchang, Captain Pickard, will leave on Wednesday, July 4, at about 12 o'clock midnight. For Freight, apply to Butterfield and Swire, Agents. Tel. No. 77.

HANKOW and PORTS.—The China Navigation Co.'s Steamer Tungting, Capt. Wavell, will leave from the French Bund on Thursday, July 5, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire. Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW and PORTS.—The China Navigation Co.'s Steamer Chungking, Captain E. Monkman, will leave from the French Bund on Friday, July 6, at about 12 o'clock midinght. For Freight or Passage, apply to Butterfield and Swire. Agents, French Bund. Freight Tel. No. 77, Passage, Tel. No. 401.

HANKOW and PORTS.—The China Navigation Co.'s Steamer Poyang, Capt. Carnaghan, will leave from the French Bund on Saturday, July 7, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire. Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

For Northern Ports

NEWCHWANG.—The St.. Toonan, Capt. C. Taylor, will leave on Sunday, morning. For Freight or Passage apply to C.M.S.N. Co.

ANTUNG.—The China Navigation Co.'s Str. Wenchow Capt. A. McDowell, will leave on Sunday, July 1 at 7 a.m. For Freight or Passage, apply to Butterfield and Swire, Agents. Tel. No. 77.

CHEFOO & TIENTSIN.--The Str. Anping Capt. W. R. Wallace, will leave on Sunday morning. For Freight or Passage apply to C. M. S. N. Co.

TIENTSIN DIRECT.—The Str. Tungwah, Capt. D. D. Ross, will leave on Tuesday morning. For Freight or Passage apply to C.M.S. N. Co.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer Tungchow Capt. McIntosh, will leave from the French Bund on Tuesday, July 3, at 3 p.m. For Freight or Passage, apply to Butterfield and Swire, Agents. French Bund Passage Tel. No. 401.

DALNY and NEWCHWANG.—The China Navigation Co.'s Steamer Shaohsing, Capt. H. J. Hobbs, will leave on Wednesday, July 4, at noon. For Freight or Passage, apply to Butterfield and Swire, Agents. Tel. No. 77.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Str. Shengking, Capt. Barkus, will leave from the French Bund on Saturday, July 7, at 10 a.m. For Freight or Passage, apply to Butterfield and Swire. Agents, French Bund. Freight Tel No. 77, Passage Tel. No. 401.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer Fengtien, Captain Harris, will leave from the French Bund on Tuesday, July 10, at 3 p.m. For Freight or Passage, apply to Butterfield and Swire. Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TIENTSIN, DALNY and TSINGTAO.—The Steamer Kohoku Maru. Capt. K. Saito, will be despatched from the Co.'s Pootung Wharf on July 15, at ——— The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at——— on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund Tel. No. 4234, and 4047.

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			arr.	leave.
"HAWAII MARU"	(18,000 tons)	Capt. J. Kano,	July 16,	17

(For Hongkong)

			arr.	leave.
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For Foochow, Keelung and Takao.

			arr.	leave
"TAICHI MARU"	(1,201 tons)	Capt. H. Ueda,	June 30	July 2
"KEELUNG MARU"	(1,569 tons)	Capt. T. Kamiashi,	July 10,	12

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"TENYO MARU"	22,000	"	Aug. 13	"

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	Tons		
MISHIMA MARU	16,000	——	July 8
*SUWA MARU	21,000	——	July 22
ATSUTA MARU	16,000	——	Aug. 5

AMERICAN LINE.

Via Pacific, calling at Hongkong, Shanghai, Moji, Kobe, Yokohama, Victoria, B.C., and Seattle, Wash.

INABA MARU	12,500	Capt. K. Higo,	July 21, 1917
YOKOHAMA MARU ...	12,500	Capt. T. Terada,	Aug. 6
SADO MARU	12,500	Capt. K. Shinohe,	Aug. 28, 1917

SHANGHAI-YOKOHAMA LINE. (Via Nagasaki, Moji and Kobe.)

OMI MARU	7,000	Capt. M. Machida,	July 3
CHIKUZEN MARU ...	5,500	Capt. Y. Nakajima,	July 7
CHIKUGO MARU	5,500	Capt. Y. Yui,	July 10
YAWATA MARU	7,000	Capt. K. Yasuhara,	July 14
HAKUAI MARU	5,000	Capt. K. Takano,	July 17

KOBE TO SEATTLE.

AWA MARU	12,500	Capt. K. Hayashi,	July 13

SHANGHAI, KOBE AND OSAKA LINE (Via Moji.)

KASUGA MARU	7,000	Capt. K. Yagiu,	July 5
KUMANO MARU	9,500	Capt. S. Saito,	July 12

FOR JAPAN.

ATSUTA MARU	16,000	——	July 18
INABA MARU	12,500	Capt. K. Higo,	July 21

AUSTRALIAN LINE.

Regular Four-Weekly Service between ... tralian (calling at Hongkong and Manila.)

			Leave Hongkong.
NIKKO MARU	10,000	——	July 17, 1917
AKI MARU	12,500	——	Aug. 14, 1917
TANGO MARU	14,000	——	Sept. 18, 1917

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TIENTSIN-PUKOW LINE

TIME TABLE

(Published by order of the Administration)

0^00 — Midnight, 13^30 — 1^30 p.m.

Septem er 1st, 1916, and until further notice

Mail 101 B. s.	Mail 3. B. s.	Luxe 1. B. S.	Miles	Peking-Mukden Line	Luxe 2. B. S.	Mail 4. B.	Mail 102. B. s.
2085	855	300	0	dep. Peking arr.	2230	1950	1020
2345	1112	635	. .	arr. Tientsin-Central dep.	1935	1700	720
2350	1117	640	84	dep. Tientsin-Central arr.	1930	1658	710
000	1125	650	. .	arr. Tientsin-East dep	1920	1645	700
1920	520	2310	524	arr. Mukden dep	230	. .	1040

Local 5.	Mail 3. B. s.			Tientsin-Pukow Line		Mail 4. B. s.	Local 6.
725	1130	—	0	dep. Tientsin-East arr.	—	1705	1950
725	11 0	—	2.71	arr. Tientsin Central dep.	—	1655	1941
745	1200	—		dep. Tientsin-Central arr.	—	1641	1911
1 33	1500	—	78	dep. Tsangchow dep.	—	1332	1508
1457	1746	—	148	dep. Techow dep.	—	1048	1158
1801	2021	—	—	arr. Tsinanfu dep.	—	806	845
7.	:	—	220	:	—	:	8.
830	2031	—	—	dep. Tsinanfu arr.	—	756	1812
1039	223	—	266	dep. Taianfu dep.	—	601	1542
1300	033	—	318	arr. Yenchowfu dep.	—	349	1311
1315	048	—		dep. Yenchowfu arr.	—	339	1256
1558	316	—	377	dep. Lincheng dep.	—	120	1042
1810	450	—	—	arr. Hsuchowfu dep.	—	2356	810
9.	:	—	420	:	—	:	0.
630	457	—	—	dep. Hsuchowfu arr.	—	2329	2047
1156	833	—	523	arr. Pengpu dep.	—	1953	1442
1206	840	—		dep. Pengpu arr.	—	1946	1432
1657	1152	—	600	dep. Chuchow dep.	—	1648	928
1848	1330	—	631	arr. Pukow dep.	—	1530	728

Express 16 B. S.	Express 10. B.			Shanghai-Nanking Line		Express 1. B.	Express 15. B. S.
. .	1430	. .	0	dep. Nanking-Ferry arr.	. .	1410	. .
2350	1450	. .	. .	dep. Nanking arr.	. .	1415	650
700	2130	. .	193	arr. Shanghai-North dep.	. .	755	2300

Yenchowfu Tsiningchow Branch Line					Lincheng-Tsochuang Branch Line				
930	1350	2130	d. Yenchowfu a.	630	1230	2000	530	1110	1800	d. Lincheng a.	810	1410	2100
1032	1455	2235	a. Tsiningchow d.	520	1125	1850	638	1219	1908	a. Tsochuang d.	702	1302	1952

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

Conventional Signs.

300 — train runs on Thursday only. 230 — train runs on Fridays only.

300 — on trains marked thus passengers must hold additional place tickets.

B — train has buffet car with regular meal service

S — train has sleep. accomm. 1st & 2nd class. s — train has only 1st class sleep. accomm.

Application for sleeping accommodation at $5.00 per berth should, at the earliest possible moment, be made to the Traffic Manager at Tientsin, or to the Traffic-Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order.

THE TRAFFIC MANAGER.

Tientsin, September, 1916.

Large Stocks of Swedish Paper.

Write for prices and particulars.

The Ekman Foreign Agencies, Ltd.

No. 6 Kiangse Road

ST. XAVIER'S COLLEGE EXERCISES YESTERDAY

Annual Distribution Of Prizes Marked By Fine Program Given By Students

A very elaborate program of speaking, music and dramatic numbers marked the annual distribution of prizes and certificates at St. Xavier's College yesterday afternoon and a large assemblage paid tribute to the abilities of those participating.

The Rev. Brother Faust gave the annual report, which was preceded by a program of songs, orchestra numbers and exercises by the pupils. Three short plays, "The Harvest Storm," "The Poachers" and "Le Gateau" were given with a great deal of success.

The exercises were attended by Mr. Wilden, French Consul-General and many other persons of prominence.

The Rev. Brother Faust in his report as sub-director said:

"Mr. Wilden, Your Excellency Mr. Grosse, Mr. Pearce, Rev. Fathers, Ladies and Gentlemen, Again falls upon me the duty of presenting to you in the name of the Rev. Bro. Director of the College, the annual report for the scholastic year which finishes today. In doing so I will be as brief as possible.

"Before reading the report, allow me in the name of the Rev. Brother Director, the staff and pupils of the college to offer you our sincerest thanks for the honor and pleasure you have conferred on us in coming here this sultry afternoon.

"We re-opened on September 4, 1916, with a record first-day attendance of 763 present. The numbers steadily increased until we had 864 on the rolls, when we had to cease admitting any more. The attendance has, in the three departments of the college, been throughout the year, very satisfactory. In spite of the great numbers attending the classes, the spirit animating the pupils has been of the best, and no serious breach of discipline had to be dealt with during the year.

"It is with great pleasure we can state that in spite of the epidemic that raged in Shanghai, we had not, thank God, a single case of scarlet fever or other serious disease among the boarders. This is due in a great measure to the vigilance of the college doctor, Dr. Nield, and to the careful and stringent measures taken by the Brother Infirmarian. I may also add that we were greatly helped by Mr. Kilner and Mr. Tyrrel, of the Health Department, who, wherever there was a case of infectious disease reported among our day-scholars, at once informed us, and this enabled us to take steps to prevent the bringing in of any infection.

"Examinations. Besides the usual college examinations held thrice a year, and of which reports are sent to parents, 31 boys sat for the Cambridge Local Examinations in December, 1916, of whom 29 succeeded in passing, viz., 5 Seniors, 9 Juniors, and 15 Preliminary, only 2 of the Preliminary Candidates failing to pass. Amongst the Seniors, two, Masters A. Souza and J. Thompson obtained II Class Honors, and Master F. Gonsalves, III Class Honors.

"The following Distinctions were also obtained:

A. Souza: Distinctions in Mathematics, Mensuration and Surveying, and Applied Mathematics.

J. Thompson: Book-keeping and Shorthand.

F. Gonsalves: Mathematics and Drawing.

A. Sequeira: Book-keeping.

"I may remark that Master Sequeira was only 14 years of age when he passed his Senior Examination, a fact which, I believe, constitutes a record at least for Shanghai, if not throughout the whole Examination.

"Among the Juniors, Master Reyes obtained III Class Honors and Distinction in Book-keeping also.

"On the whole we are very satisfied with the results of the examinations, results which have been obtained in spite of the numerous inconveniences which the present war occasioned us during the year.

For the Cambridge local examinations the following prizes were distributed:

Seniors

A. Souza: 2nd Class Honors and distinction in mathematics.

J. Thompson: 2nd Class Honors and distinctions in shorthand and book-keeping.

F. Gonsalves: 3rd Class Honors.

T. J. Becke.

A. Sequeira.

Juniors

J. Reyes: 3rd Class Honors and distinction in book-keeping.

P. da Costa; F. Divon; C. de Figueiredo; J. Maclachlan; F. Peterson; D. de la Vega; P. O'Keefe; R. Roche.

Preliminaries

Alonco; D. Gutteres; F. Guttierez; A. L. Meyer; T. Aldegeer; P. Cooke; J. Chun Shun-hun; E. de Costa; L. d'Aquino; M. Ferras; J. Gonsalves; B. Legaspi; C. Pereira; A. Thompson; M. Yu.

NEW BRITISH MINISTERS

(Reuter's Agency War Service)

London, June 28.—The Press Bureau announces that Mr. W. Hayes Fisher is appointed President of the Local Government Board and Mr. Stephen Walsh (Labor member for S. W. Lancashire) Parliamentary Secretary to the Local Government Board.

It is believed that Mr. J. R. Clynes, Labor M. P. for North-East Manchester, will succeed Captain Bathurst as Parliamentary Secretary to the Food Controller's Department.

U-Boats Victims Fired At In Water

S.S. Addah Torpedoed Without Warning; Crew Shelled While Escaping In Boats

(Reuter's Agency War Service)

London, June 28.—The Elder Dempster Line s.s. Addah (3,149 tons) was torpedoed by a submarine without warning, on the 15th. After the vessel had been hit, the submarine, which, up to that time had not been seen, emerged and fired at the vessel while the boats were being lowered, hitting the Addah seven times.

The submarine came alongside the Chief Officer's boat before the ship sank and put one of its officers and four men on board. These proceeded to board the Addah and, after a few minutes, returned to the submarine and told the Chief Officer's boat to clear out.

Meanwhile, the Master's boat, which had already been badly smashed by the shell-fire of the submarine, was 300 to 400 yards distant. The submarine opened fire with shrapnel on this boat, killed eight of the people in it and took its stern right off. The submarine continued to fire shrapnel at the men swimming in the water after the boat had sunk.

After the Commander of the submarine thought he had finished everybody in the Master's boat, he fired eight rounds of shrapnel at the Chief Officer's boat, but, fortunately, nobody was killed, though several men were slightly wounded and the boat badly damaged. The Commander of the submarine waved to the Chief Officer to go and pick up the Master and other swimmers and then made off.

A French patrol steamer picked up these victims of German barbarism.

Index System For Chinese

A significant little pamphlet that may be of great importance to Chinese scholars has been written by Mr. Lin Yu-t'ang of the Tsing Hua college in Peking. The pamphlet is entitled "An Index system for Chinese Characters." It aims to be a key to the language, so simple that even foreigners may be able to use it without difficulty.

In introducing his system the author says:

That an index system for Chinese characters is needed under modern industrial conditions is evident to everybody. The Chinese characters have been left without a proper index system, partly because it is not so easy to make one, but chiefly because, previous to the opening of foreign intercourse, people did not feel the need of such a thing. That was the time when people had plenty of leisure, and could afford to spend half a day or so to look up a business correspondence, or locate a word in the dictionary. This explains how it was that such a ridiculously clumsy system as used in the Kanghsi Dictionary (K. D.) could be tolerated for hundreds of years without efforts at improvement.

A good index system ought to be like the European alphabetical arrangement; simple, self-apparent, independent of subsidiary devices, allowing only one correct position for a word, elastic enough for a short list of names as well as for a big set of encyclopaedia, and above all quick for reference. Now of every single one of these qualities, the K. D. system fails.

At The Theaters

As a distraction from the heat entertainment is apparently necessary and the Shanghai theater managers are doing their best to turn the trick.

At the Olympic tonight and tomorrow night Miss Billie Burke is scheduled to delight in her great film success "Gloria's Romance," which the producers claim is the greatest film offering presented to a romance loving populace.

The Frawley Company will present the strong Eugene Walters play "Paid in Full" at the Lyceum tomorrow night for the last time. July 3rd, 4th and 5th will see "The Climax" given by these effective players and Mrs. W. J. Isenman, Shanghai's popular prima donna, will appear in the leading role. The entire proceeds of the July 5th performance are to go to the Allied Red Cross funds. Mr. George Austin Moore and Miss Cordelia Haager will furnish some 20th century vaudeville as a curtain raiser for "The Climax." Curtain at 9.15 sharp.

Today the Victoria is showing the 14th and 15th episodes of that appealing film dramatisation "Peg o' the Ring." Tomorrow will be presented the first Chaplin-Essanay Revue, called "Charlie's Stormy Romance," in four parts. Another feature is "Death or Divorce" a drama enacted under water.

"A Matrimonial Martyr," the Pathe hit, featuring Ruth Roland, is the headliner today at the Apollo. Commencing tomorrow "The Shielding Shadow" holds the main place on the bill with another four reel drama, a couple of comedies and a Pathe gazette to make the program complete.

St. George's Garden Open-Air Cinema on Bubbling Well Road continues to draw crowds these warm nights. It puts on an enlivening program every evening at 9.15. The bill changes on Mondays and Fridays.

The Isis Theater for matinee and two evening performances today has Charlie Chaplin in the sure-fire comedy "Charlie's Stormy Romance," as well as two exciting reels of "The Mysteries of Myra." It should be of interest to Shanghai theatergoers to know that the new Isis building was designed by Mr. Chun Wei-ping, a local student of the American School of Correspondence.

"Noble Deeds," a military drama by Francis Nair, is the topliner at Towa Cinema Theater tonight. Two comedies full of mirth follow it. Complete change tomorrow.

Piece Goods and Yarn

Messrs. Ilbert and Co., write as follows in their weekly market report:—

Owing to the Dragon festival, last week no auctions were held, but during the interval the market has gained greatly in strength and all the auction prices are up considerably. From a silver-currency point of view, which is the only standpoint that matters in the least to the native consumer, China has all through the war paid for imported cotton goods upon far more favorable basis than all other countries, having scored by the great rise in silver. Now however she is beginning to regret her short-sightedness in letting stocks peter out to next to nothing, and it would appear that the rise in values is really only just commencing to materialise.

The Cotton markets in New York and Liverpool, have gone ballooning up, partly owing to short sellers having been caught and "scotched," though at the sametime it is difficult to see where the price may finally be lifted to, for every day's war means dearer prices for everything, no matter how prices may be controlled in so far as the requirements of the warring countries are concerned.

Exports from the United Kingdom for the month of Harch to Hongkong and China are mailed privately as follows:—

	In 1917	In 1916
Plain Cottons (Unbleached) in millions of yards	2.8	8.0
Plain Cottons (Bleached) in millions of yards	6.7	19.6
Dyed and Colored Cottons in millions of yards	5.1	9.2

Grey Shirtings 8¼lbs.—A small business has been done for the Yangtsze ports in Black Mandarin at Tls. 4.15, and Green Mandarin at Tls. 3.85, Prices at auction advanced as much as three to four mace per piece.

9 lbs. to 11 lbs.—Business is necessarily restricted by scarcity of supplies, and only one sale is made public in Pighead 10 lbs. at Tls. 5.95. These weights also advanced very sharply at auction.

12 lbs. 36 inches.—There has been only one transaction, as far as we can learn, in Blue Round Dragon at Tls. 7.00. Auctions exceedingly strong, some chops having advanced as much as Tls. 1.00 per piece.

Jeans.—Demand is plentiful enough and prices are very firm, with business reported in Two Owls 40 yds. at Tls. 6.50, and 30 yds. at Tls. 4.90, and Blue Sock at the same prices.

White Shirtings.—Hankow buyers continue to purchase in small lots at steadily advancing prices, sales to report being:—Large Dog at Tls. 7.85, Gold Dollar at Tls. 7.75, Gold Nine "Tah" at Tls. 7.50, Flower No. 1 at Tls. 7.00, No. 2 at Tls. 6.45, No. 3 at Tls. 6.25, Cash at Tls. 6.80, and Peacock at Tls. 6.72½. Prices at auction averaged about five mace per piece over the last sales.

Cotton Flannels.—About 200 cases of American cloths under Railway chop are reported to have changed hands at Tls. 8.75 for 36 inch and Tls. 7.75 for 32 inch widths.

Dyed and Fancy Cottons.—The state of the market is best indicated by the sales at auction where prices advanced enormously in every case.

Cotton.—The past fortnight has seen a further advance in our local staple, but we do not hear of much business being transacted at these high rates. Cotton from the immediate neighborhood of Shanghai is practically all absorbed. The recent rains and subsequent hot spell of weather is certainly very beneficial to the new crop in its early stage and with continued favorable weather an early crop is anticipated. Quotations are nominally Tls. 38.00 to Tls. 39.00 for Tungchow, and Tls. 36.00 to Tls. 36.50 for Ordinary Shanghai, Steam Ginned and Ningpo Cotton. Shensi Cotton Tls. 40.00 to Tls. 42.00 per picul.

Liverpool prices continue their upward trend and are quoted by Reuter as follows:—Middling American at 19.45d., Egyptian at 28.60d. and F. M. G. Bengal at 16.10d. per lb.

Yarn.—Our market has hardly re-opened since the Settling Day, 5th of the 5th Moon, 23rd instant. But enquiries for fresh supplies are gradually coming in from the country at better rates, but we hear of no business having been transacted.

Indian Yarn.—The market has re-opened about four to five taels per bale higher than before the interval, but only a small business has been done as follows:—

No. 10s. 100 Bales Pabaney (Ring) at Tls. 117.00 and 150 Bales Tricumdass at Tls. 113.00.

No. 12s, 100 Bales China at Tls. 111.00, 75 Bales Currimbhoy at Tls. 111.00, and 100 Bales Moon at Tls. 111.00.

Japanese Yarn.—These spinnings have opened at a lower level, due probably to speculative liquidation, and we have the following to report:—

No. 16s.—100 Bales Woman and Boat at Tls. 146.00, 100 Bales Three Horses at Tls. 144.50, and 100 Bales Standing Horse at Tls. 145.00.

No. 20s.—200 Bales Fisherman at Tls. 149.50.

Passengers Arrived

Per C.M. s.s. Kiangteen from Ningpo:—Rev. Worth.

Per I.-C. s.s. Koonshing from Tientsin:—Mr. R. H. Swallow, Mr. T. S. R. Johns, Mr. F. B. Keyston, Capt. G. Synneberg, Mr. Page, Mr. T. Kuga, Capt. A. M. Sommerville, Miss Love, Mrs. Leslie and child, Mrs. S. Mason, and Mr. L. E. N. Ryan.

Per C.M. s.s. Kianghsin from Hankow:— Messrs. Hartman, Sellinger, and Stucker.

Siccawei Weather Report

29.—The depression on the Pacific appears to have been dissolved. The northern one crosses the Sea of Japan. Pressures still low in the Valley of the Hwang-ho. Oppressive day at Shanghai; thunder clouds in the W. during the afternoon.

30.—Night very damp and hot, with dead calms. Thick mist and light S.E. breezes in the morning. Pressure nearly normal.

Saturday, June 30, 1917.

WEATHER.		4 a.m.	9 a.m.
Bar. at Centg., mms.		753.92	753.69
" " inches		29.68	29.67
Variation mm. for 24h		+1.22	+1.45
Variation mm. for 12h		+0.24	+0.97
Wind	Direction	S	SW
	Kilom per hour	11	16
	Miles	6.8	11.8
Temperature	Cen	23.7	27.1
	Fahr	74.7	80.8
Humidity 200		98	74
Nebulosity 0-10		0	0
Rainfall mm.		—	—
Rainfall inches		—	—

Shanghai Theatre Designed By Local Student.

The article in the news column on page 17 will be of interest to those persons who appreciate the educational work that is being done in our midst by the AMERICAN SCHOOL OF CORRESPONDENCE, 34 NANKING ROAD. The School was chartered in 1897 and since then has been training men and women for better positions and increased salaries. It has students "from every walk of life" with ages ranging from 14 to 65 years. The average age of its students is about 25 years. Mr. Chun Wei-ping, the designer of the "ISIS" Theater, says: "When I enrolled for the Civil Engineering Course with the A.S.C. I was a draftsman. I soon noticed the great improvement in the quality of work which I was able to accomplish after studying under the School's Professors even after a short period.

"Through their training I have been privileged to design a number of buildings in my spare time, one of which was the "ISIS" Theater (which most people know) situated near the junction of North Szechuen and Range Roads. The Manager of the "ISIS," Mr. Lawrie, has presented me with a certificate which states that it is a fine architectural work.

"Besides the "ISIS," I have also designed a church, godown, grocery store, and some three storied houses at North Szechuen Road Extension. All these buildings were designed solely by myself and my ability depended upon the knowledge I received from the American School of Correspondence; I have now commenced to practice for myself as a Residence Engineer.

"I am sure that the A.S.C. is, at present, the best school in China for helping young people to obtain better positions or to improve. I can't say how happy I am to be a student and I shall heartily recommend the School to all who wish to get better positions and to earn more."

(Signed) CHUN WEI-PING.

P. S.

Herewith I am sending you some photographs of the "ISIS" which I have just taken.

The original letter from Mr. Chun Wei-ping may be seen at the office of the American School of Correspondence, 34 Nanking Road.

CARLTON

"Fourth of July"

PROGRAMME FOR THE DAY

After the Military Parade and Reception at the Consulate, the Carlton Cafe will serve an excellent American Luncheon, with excellent American Music.

After the Ball game at the Race Course, a Tea Dansant from 5 to 7 p.m.

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Business and Official Notices

14th of July

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MUNICIPAL NOTIFICATION

No. 2450.

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THE Council is prepared to receive applications for the post of Assistant Master or Mistress in the Public School for Chinese on the following terms:—

For an Assistant Master, Pay Tls. 200 per mensem. For an Assistant Mistress, Pay Tls. 165 per mensem.

Candidates should possess a certificate from the British Board of Education showing that he or she has been professionally trained for not less than two years in a recognised training college for teachers, and should be able to teach mathematics, drawing and vocal music.

Applications should state age, qualifications, etc., and should be forwarded, together with copies of testimonials and certificates, to the undersigned forthwith.

By order,
N. O. LIDDELL,
Acting Secretary,

Council Room,
Shanghai, June 28, 1917.

14337

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Shanghai Foreign Exchange Bankers' Association

Summer Holiday

The Exchange Banks which are members of the above Association will close for the transaction of Public Business on Monday and Tuesday, the 2nd and 3rd July.

American Independence Day

The above Banks will close at noon on Wednesday, the 4th July.

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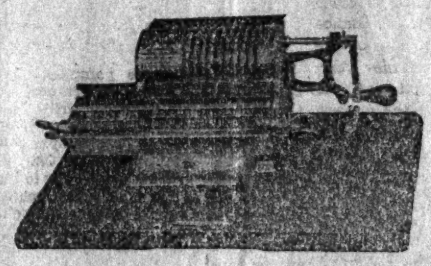

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Business and Official Notices are Continued on Page 17

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14285 J.1.

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TO LET, Western district, two minutes from tram, double and single rooms, facing south, with board. Hot water laid on; telephone. Tennis, stabling. Apply to Box 267, THE CHINA PRESS.

14346 J.1.

ONE furnished room, with bathroom attached, to let on Range Road, with or without breakfast. Apply to Box 257, THE CHINA PRESS.

14317 J.1.

IN American mess, rooms for 2-3 bachelors. Gentlemen willing to join may apply for further particulars to "Near Race Course," c/o THE CHINA PRESS.

14315 J.1.

TO LET, in good central location, a large airy well-furnished bedroom, communicating with smaller cheerful cool and also well-furnished bedroom. Would let separately. First-class board and service, lift and phone. Very reasonable terms. Apply to Box 258, THE CHINA PRESS.

14318 J.1.

TO LET, well-furnished double room, with board, suitable married couples or bachelors; also small room at moderate terms. 12a Quinsan Gardens.

14325 J.1.

FRENCH LADY desires two paying guests; most comfortable, cool residence. Reasonable terms. Garden, tennis. Good home. Apply to Box 231, THE CHINA PRESS.

14328 J.1.

WESTERN DISTRICT. To let at 61 Carter Road, in exceptionally cool house, superior, furnished, large bed-sitting-rooms, facing south, large verandahs and bathrooms attached, single or en suite; also one smaller room, garden, tennis, telephone, tram station. Excellent cuisine. Terms moderate.

14312

OFFICES, ETC., WANTED

WANTED by export firm, for immediate occupation, offices with godown, centrally situated. Apply to Box 262, THE CHINA PRESS.

14335 J.3.

SITUATIONS WANTED

WANTED, typing to do at home, by young lady; strictly confidential. Terms moderate. Apply to Box 256, THE CHINA PRESS.

14317 J.1.

WANTED, situation by an American engineer, five years' experience in the Orient. Familiar with general construction and conditions in the Far East. Apply to Box 263, THE CHINA PRESS.

14338 J.6.

OFFICE MAN of experience, holding responsible position, wants extra work after office hours and lots of it; no work too complex to handle; no position too small to consider or accept, to either one of which I promise true devotion, and to him who favors me with his confidence, I shall be unremitting in my labours to compensate. Apply to Ally: THE CHINA PRESS.

14134

EDUCATIONAL

UKULELE (Hawaiian Guitar), young man of 22 desires to take lessons. Only teachers used to these instruments need reply to Box 268, THE CHINA PRESS.

14349 J.4.

CLASSES in modern and New Testament Greek will be formed in September. The teacher is a native of Greece, and pays great attention to correct pronunciation. Apply to Box 254, THE CHINA PRESS.

14313 J.1.

LESSONS in the English language given by University graduate, at reasonable rates. Apply to Box 253, THE CHINA PRESS.

14309 J.29.1.

HOUSES TO LET

TO LET, five-roomed house, small garden, two bathrooms, stable. Tls. 80 per month. China Realty Co., Ltd., 39 Nanking Road.

14350

ATTRACTIVELY furnished house, close to French Gardens, 4 rooms and 2 attics, completely screened, porcelain tub, geyser, gas stove, piano, telephone, moderate rental. July, August, September. Apply to Box 266, THE CHINA PRESS.

14344 J.1.

WELL-FURNISHED house, with garden and fowl-house (stocked), to let. Piano and every convenience, including electric fan and cooker. Near S. N. R. Station, and stands in own grounds. Cool. Moderate rental. Apply to Box 255, THE CHINA PRESS.

14313 J.1.

FINANCIAL

Tls. 975 or 1,950 wanted for a speculative business (Infinitesimal Risk). Profits estimated for either of the above capitals, Tls. 25,000 and 50,000 respectively. Results this year. Only parties who have immediate cash apply to Box 260, THE CHINA PRESS.

14326 J.1.

Exchange and Mart

FOR SALE, a gentleman's ordinary bicycle, in perfect condition. Price $65, for cash. Apply to Box 265, THE CHINA PRESS.

14343 J.3.

IF you want extra keys made for your Yale Locks call at 39 Nanking Road.

14351

FOR SALE, ice chests, large size: Patent wire-spring mattresses. F. W. Rosenbaum, Inc., 27 Weihaiwei Road.

14330 J.3.

FOR SALE, double-barrelled Remington gun, 12 gauge, hammerless, in perfect order, Tls. 40. Call or write immediately 19 Quinsan Road.

14340 J.1.

FOR SALE, two-cylinder, 12 h.p. boat motor, 16-inch propeller, magneto, Mex. $225. 16-inch reversible propeller and 10 ft. shaft $100. One chain hoist. 800 pounds American putty. Write T. M. Wilkinson & Co., Foochow, China.

14092

Magazine and Automobile Section of The China Press, Sunday, July 1, 1917

Where the Saviour Found His Parable of the Prodigal Son

"The Return of the Prodigal"—C. E. Butler's Famous Royal Academy Picture Which Illustrates the Ever Living Appeal of the Parable.

Jether, the Prodigal Son and Tisha, the Siren of Old Jerusalem. A Powerful Situation in the Compelling Biblical Drama "The Wanderer."

Pharis, the Sea Captain, Carries Away Tisha. Another Scene from "The Wanderer."

Four Thousand Years Old, at Least, the Heart Touching Story That Even To-Day Holds All Its Original Powerful Human Appeal

THE same story that held the attention of the Israelites 2,000 years ago, and of the Babylonians 2,000 years before that, is holding the attention of the New Yorkers with undiminished power to-day.

It is "the parable of the Prodigal Son." The beautiful version of this ancient Biblical story which is being played at the Manhattan Opera House in New York, is called "The Wanderer," but in every essential respect it is the same as the parable.

The appeal of "The Wanderer" to New York audiences is very evident. The life of the young Hebrew lad on the farm, his desire to see the city, his wilful parting with his family, his meeting with the Babylonian siren Tisha in Jerusalem, his gambling, his experiences on Jerusalem's "Great White Way," his ruin, his return in misery to the old home and his forgiveness, touch the deepest feelings of our modern human nature.

To the thoughtful person it is plainly interesting to inquire why such an ancient story which has neither novelty nor complicated problem, should exercise such a deathless attraction. The answer has been furnished by a scientific archaeologist.

Professor Albert T. Clay, Professor of Assyriology and Babylonian literature at Yale University, has pointed out that the story of the Prodigal Son and of "The Wanderer" is about the oldest in the world. It goes back to the dawn of human civilization, has been listened to with increasing interest for countless generations and had established its position as the most appealing of dramatic stories for two thousand years before the Saviour told it to His Israelite audience to enforce a certain moral lesson.

Professor Clay does not speak merely from the depths of his library. He has seen the play and has attested the fact that it is essentially in harmony with the oldest version of the story. In a letter to Morris Gest, the producer of "The Wanderer," Professor Clay says:

"In speaking of the son demanding his portion, I mentioned the fact that this is not the usual interpretation of the passage in the Bible, but that I was highly delighted that the play now given in New York City represents the son as doing this."

Professor Clay has traced the history of the Prodigal Son story back as far as the days of King Hammurabi of Babylon, the earliest known law-giver who lived earlier than 2,000 B. C. His code of laws, engraved on stone, is now in the Louvre, in Paris. We may regard the country over which he ruled as the cradle of human civilization, from which the ancient Hebrews derived much of their laws, institutions and legends.

One law in King Hammurabi's code indicates that the Prodigal Son story was current in the Babylonian ruler's time. This law provides that a son had the right when of age to demand a certain part of the family property in order that he might go away from home and begin an independent career for himself.

Now if we turn to the Bible we find no suggestion that the story of the Prodigal Son was a new one. On the contrary, it was probably chosen because of its well tried human appeal. It was undoubtedly related by the Saviour to warn the great number of young men who in that day, as in this, were anxious to break away from family ties and to lead an independent life for themselves. Then they ran the danger of succumbing to various temptations of city life and "spending their substance in riotous living."

The parable is to be found in the fifteenth chapter of St. Luke, verses 11 to 32. It is important to consider the exact words of the opening verses:

"11. And He said, A certain man had two sons:

"12. And the younger of them said to his father, 'Father, give me the portion of goods which falleth to me.' And he divided unto them his living."

Here, according to Profesor Clay, it may be seen clearly that the parable is in harmony with Hammurabi's old law which gave the son a right to demand his portion. Further on in the Biblical parable we read of the indignation of the elder brother upon hearing that his dissipated younger brother has returned, that his father and mother have forgiven him, and that "the fatted calf" has been killed for his entertainment. When the younger brother took his portion the family ceased to have any legal responsibility for him. The entertainments given on his return are to some extent a waste of the older brother's own property, and at first they irritate that thrifty farmer, who has denied himself all the pleasures of city life in order to build up the family prosperity.

Thus there is pretty clear evidence that some of the most important details of the Saviour's parable were based on Hammurabi's law of 2,000 B. C. Other reasons, derived from the study of Semitic history and literature, point to the probability that the entire parable was prevalent at the time of the code.

In "The Wanderer" it is interesting to note that the particular details of the story, which are based on King Hammurabi's code of 4,000 years ago, have been brought out with great emphasis. In one powerful scene the young man Jether demands his portion from his father Jessie, who refuses it indignantly because it will damage the family welfare. But the young man insists on his legal rights, in spite of his father's and mother's pleadings. The book of the play tells us:

"Without meaning to do so, his action caused the devoted mother to fall forward, and with a cry of anguish in her heart, she lay prostrate before the head-strong boy.

"Old Jesse strode to him abruptly, aiding Huldah (his mother) to rise.

"'Thou art a bad son,' he thundered. 'Thou hast struck thy mother to the heart. Thou shalt have thy portion. But never shalt thou look upon my face again. May the gold burn in thy hands as thy deeds burn our hearts.'

"Angrily he turned away and went into the house. Tola chuckled lightly.

"Huldah cast an appealing glance at the boy.

"'Thou shalt not go without thy mother's blessing,' she cried. 'Oh, my boy, thou didst not mean to hurt me. Thy father's gold will buy thee what thou needest for thy journey, but it cannot buy thee what will remind thee of our love for thee. Here, take this ring, Jether. Set it as a seal upon thy heart. For the first time, it now leaves my finger since we were wed and thy father placed it there. I shall lie in my grave happier because thou hast it, than were it buried with me.'"

When Jether arrives in the city he becomes a slave to the fascinations of Tisha, the Babylonian siren, who makes him "waste his substance in riotous living," and finally lures him into worshipping the dreadful Babylonian goddess Ishtar, who representated all that was most vile and idolatrous to the Hebrew mind. Here again is an indication of the Babylonian origin of the entire story. In the ancient Semitic world Babylon was the city where the most notorious sirens lived, or from which they came. A story of dissipation naturally centered about the city.

The thoughtful playgoer should be interested to notice that in "The Wanderer" the older son Gaal's indignation at the reception of his prodigal brother is strongly emphasized. He resents the wasting of his own property. Here again the ancient Babylonian property law is in evidence.

The Wanderer's Mother Pleads with Him to Stay at Home, but the Lure of the New York of Ancient Palestine Is Too Strong.

The Wanderer, Poor and Disillusioned, on His Way Back to the Shelter of His Home. The Traditional Moving Crisis of the Legend.

It is certainly very astonishing to find that this Babylonian legislation of 4,000 years ago should be an essential feature of a dramatic spectacle that grips us to-day.

"Melody" Home Gowns

By Lady Duff-Gordon

This Has the Singing Quality of One of Tom Moore's Famous Melodies

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

A Sprightly Song Motif Is Expressed in This Tone Poem in Cloth

This Gown Has a Lyric Quality. It Has Been Named "The Harp Girl"

By Lady Duff-Gordon *("Lucile")*

IT has long been my idea that there is not merely beauty but melody in gowns. Often a gown has suggested to me a song of my youth, or a popular ballad of my maturer years. The long, graceful folds of a Greek gown sing to me. They have a lyrical quality. My fancy travels further. Its flight includes a heavily ornate robe of gold brocade, with a munificence of jewels. That is an aria delivered with the rich fervor of a dramatic soprano. But always a line is to me a melody. If interrupted by horizontal trimmings it is like a passage broken by staccato notes. The long, unbroken fold of a beautiful woman's attire is to me pure melody.

On this page you see my harp girl. Against the background of the harp she stands as the spirit of melody. She is gowned in an adaptation from the Greek. Her costume is built of crepe meteor in turquoise blue. The girdle is of velvet in a darker shade, fastened by a large buckle of semi-precious stones in Oriental design and colors. As relief to the intense blue my harp girl wears shoes of pale pink silk, the shade of the outer petals of a pink rose. When I tell you that this costume was designed for a girl with shining chestnut hair, can you not fancy the melody of it?

Standing before the window is another song girl. The pale mauve gown of soft satin, confined by a pale yellow sash, is as delicate as one of Tom Moore's immortal melodies.

More sprightly is the theme of the musical composition in the lower part of the page. Of a delicate shade of French gray is the crepe gown worn by the demi-brunette. The sleeves are richly trimmed with gold embroidery. The vest is of pale pink, a deep flesh color.

It is quite true that I not only see gowns; I hear them. There is music in beautiful attire. Gowns sing.

AUTOMOBILES

SHANGHAI, SUNDAY, JULY 1, 1917

THE 'LIBERTY' SIX A PRODUCT OF EXPERIENCE

Shipment of These Popular Cars To Reach Messrs. Gaston, Williams & Wigmore This Week

The most efficient, economical way to gain experience is to use the experience of other men, Directors of great corporations pay well for the services of experienced departmental managers. The small investor pays brokers' commissions and lawyers' fees to guide him in new ventures.

The same principle applies to at least one company of those comprising one of the greatest businesses in America. When the Liberty Motor Car Company was formed, it was formed by a group of men with the avowed intention of profiting by the experiences of their predecessors in the automobile industry.

The very name "Liberty" is somewhat significant of this fact. The new company were free to do as they pleased. They were not bound by any manufacturing nor designing traditions. Neither were they handicapped by old equipment, nor by adverse marketing policies.

Among these men were numbered some of the greatest minds in the industry. They knew the last detail of every car that ever had been produced. They knew what was best to do in constructing a car, and they knew what not to do. They knew, in short, exactly the proper way to go about creating the car of their ideals. This car—this focal point of their joint purpose—was to be moderate sized, moderate priced car which, above all things, would serve its owner best.

The ultimate result of this combination of brains and ability directed to one objective is the "Liberty Six." Technical description of the car would be out of place here. It is enough that the Liberty has succeeded almost beyond the hopes of its sponsors.

The reason for the Liberty's tremendous success stands squarely on the unusual character of the car itself—on points where it differs from and excels every other car made.

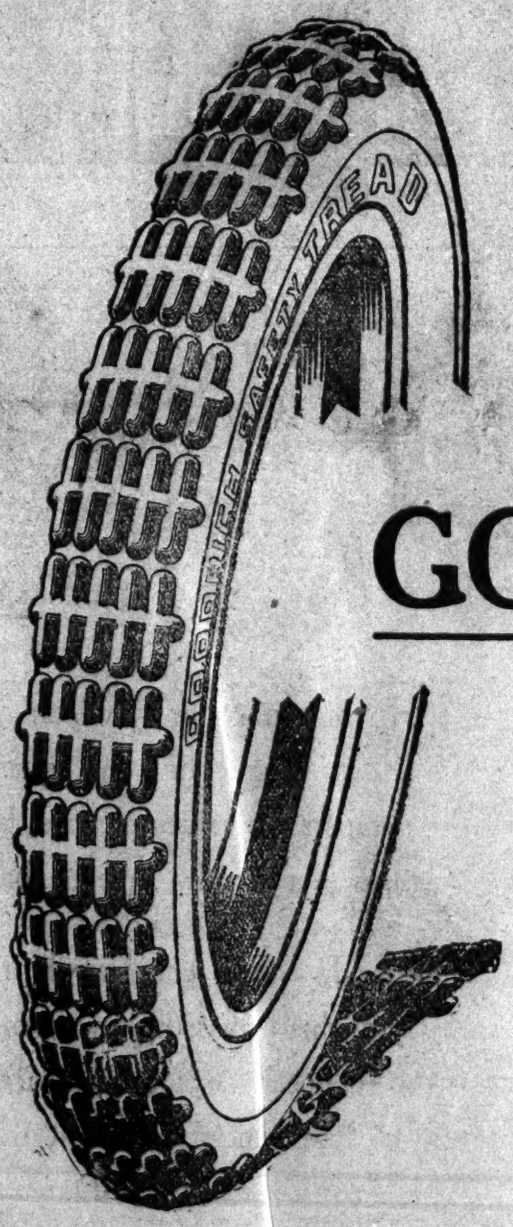
The most deeply significant fact about the car is that it sells best in direct comparison with other cars. A prospect deliberately is invited by a Liberty salesman first to ride in any other car of his possible choice. The prospect then is requested to step directly from this car and into the Liberty and to compare actual performances, under like conditions of riding and driving, point for point with the Liberty. The Liberty has set a new standard in motoring comfort for driver and rider—a statement which is subject to proof and which is being proved by Liberty users all over America.

The Liberty Six will be introduced to Shanghai in the week of July 1, when a shipment will arrive on the steamer Justin for Messrs. Gaston, Williams and Wigmore, Far Eastern Division, Inc., who are the Far Eastern Agents for this truly remarkable car.

ANOTHER KNOCK ELIMINATOR

A frequent cause of knocking in a motor is due to excessive chamber. A great amount of this trouble can be eliminated by properly regulating the lubricating system. Very often where the piston rings are worn they allow an excess of oil to pass up into the combustion chamber, which causes carbon to collect. Carbon can be removed to a great extent by inserting in each cylinder, while warm, about two ounces of kerosene oil and allow to remain for several hours.

AN UMBRELLA protects a pedestrian from the rain, but it cannot protect a motorist from side-slips on a greasy road.



SIDE-SLIPS ARE DANGEROUS

but they are impossible

if you use

GOODRICH SAFETY TREAD TYRES

THE GOODRICH SAFETY TREAD has successfully withstood the most exacting tests made under the most trying conditions. The Goodrich Safety Tread grips the road both ways, effectively preventing both side-slip and the fore-and-aft spinning of the wheels. No other anti-slip tread has been found so efficient in practical everyday use.

The cross-bars on the tread do more than protect—**they give mileage.** When they do at last wear off, there is still a smooth tyre left for wear.

Let us supply you with a Goodrich Safety Cover when you are in need of a tyre, so that you can convince yourself of its high value as a mileage-giver.

OBTAINABLE AT ALL GARAGES, OR FROM THE DISTRIBUTING AGENTS:

THE CENTRAL GARAGE CO., LTD.

2a Jinkee Road, Shanghai.

Telephone: 3809 Hire Dept., 3807 Repairs Dept., 2661 Office.

Dodge Cars To Reach Shanghai This Week

Prospective motor car owners in Shanghai will note with great interest that the shipment of Dodge Brothers Motor Cars, due to arrive next week, will be marketed at prices greatly reduced from former quotations. Several factors are responsible for this condition, in which the low gold exchange and a more favorable method of freight routing and packing may be included.

The cars themselves have the same unsurpassed quality in material and construction which unvaryingly has characterised a Dodge Brothers product. Were they so disposed, Dodge Brothers could not lower the quality of their car. They are no longer free agents, because public opinion has established a standard for everything bearing their name. They dare not fall below the high estimate which has been formed of them as motor car manufacturers. The American people are quick to detect deterioration. And what is much more important—they expect the constant improvement of any product in which they repose complete confidence. They would be slower to forgive a fault in any car Dodge Brothers might build than in one they esteemed less highly.

Every dealer in Dodge Brothers cars knows that the customers who come with the highest possible expectations. He knows that the thing he is selling primarily is Dodge Brothers' word and their good name. He knows that he is not merely dealing in motor cars, but acting as custodian for Dodge Brothers' reputation. Naturally, this knowledge of what is expected by the buyer breeds a deep sense of responsibility. In the Works, it has the effect of inspiring the Dodge brothers to a constant, personal oversight of all of the manufacturing operations. Their own life-long zeal for good workmanship is sharpened and stimulated by a realisation of what the public expects from them. The entire institution is honestly permeated with the idea that quality and performance are paramount and all-important. And so a standard, which was naturally high, has been made higher still by the bestowal of complete confidence on the part of the public. It is a mutual contract which offers constant inspiration to the manufacturer, and constant insurance to the customer. With the interests of buyer and seller so close knit together, the result, everywhere, is what might have been expected.

It is impossible for Dodge Brothers, with all their great facilities, to build enough motor cars to satisfy the public.

Stop! Look! Listen!

The history of literature contains no record showing that any author ever got greater compensation for his efforts than the man who wrote the three words—"Stop! Look! Listen!" The originator, an attorney, was paid $100,000 by a railroad seeking some commanding slogan that would tend to lessen the number of costly accidents at crossings.

"'Stop, Look! Listen!' is pretty sound advice for the man who is about to buy a motor truck," said R. E. Chamberlain, manager of truck sales, Packard Motor Car Company, "and had it been followed in the past, would have saved buyers of inferior trucks millions of dollars. These vehicles, bought at low first cost, soon proved their inadequacy to haul big loads at low cost and their owners had to invest in real trucks that gave real service.

"So it behooves every man who is about to buy a truck to think of the old familiar sign—'Stop! Look! Listen!'—because if he doesn't he may make a very costly mistake. No business man can afford to put hundreds of dollars into a piece of equipment that can't do the work required of it, that has to spend most of its time in a repair shop, and that lives from one to three years at the most. He then has to buy an efficient, economical, reliable long-life truck anyway, when he might as well have started right and saved himself a great deal of annoyance, not to say money. Business men today see this, and they are going into the merits and weaknesses of trucks very deeply so that they may avoid costly mistakes."

Goodrich Workers Buy Liberty Bonds

While Congress was debating upon the "Old Glory" bond measures a subscription list was being passed around the general offices of the B. F. Goodrich Rubber Company in Akron, Ohio. Each signature signified that the writer would buy at least one bond.

This list kept increasing with name after name of the office employes, as well as the department managers, until the total reached more than a hundred signers within two hours.

The news soon spread throughout the large factories, and inquiries from every department began pouring in over the telephone. More pages were added to the already long list, and it was circulated throughout the entire plant. Many of the employes asked no questions, happy in the knowledge that they were standing by the President and helping their country in a great emergency.

Now there is not a single department in the entire group of large factories operated by the Goodrich Company that is not represented on the subscription list.

Telegraphic reports of this patriotic spirit to other cities throughout the United States brought forth results that by far exceed those of any previous appeals ever made to the American people.

The name "Old Gory" for these bonds has an appeal that cannot be resisted, especially by the workers.

EVOLUTION OF THE CAR'S INTERIOR THE PROBLEM OF PROVIDING SPACE

Expert Tells Of Ingenious Designs Created To Make The Most Of Room In Various Types Of Bodies

Car interiors are constantly being made better, writes a New York expert. In other words, the car is being made more habitable. When the car is occupied it becomes the temporary home of the passengers and everything which would tend to make these occupants more comfortable is a step in advance in the art of automobile design.

The importance of the proper proportioning of the body interior is not confined to the higher priced cars. It is a matter which affects every car whether it sells for $500 or $5,000. The touring car is affected as well as the sedan or limousine and it is a very interesting study to analyse the methods by which improvements have gradually been installed.

About three years ago the attention of engineers began to be diverted from the so-called streamline to the interior of the car. It began to be realised that it was perfectly possible for a car to have a perfectly designed exterior from the standpoint of beauty and yet be very uncomfortable in the interior. At about that same time wheel bases began to be lengthened out in order that the body manufacturers would have more room to provide the occupants of the car with the necessary space.

Wheelbase Increased

The increase in wheelbase helped the situation to a considerable extent, but the trouble with this is that it caused the car to be considerably heavier, in spite of the fact that all the demands were for a car that would be lighter. With this in view it became very evident that merely lengthening the wheelbase would not suffice. While it provided more room it did not pay to increase it too far because of the loss in pick-up, due to increased car weight. The limit, therefore, in wheelbase increase was reached, and since that time cars have not been lengthened materially, although before 1915 it was almost a foregone conclusion that the car would be lengthened year by year.

The increase in block-cast engines in which the cylinders are all cast in one piece cut down the length of the power plant materially and this tended to allow for more room in the body. Between the shorter engine and the longer wheelbase plenty of room has been secured but the question that remains to be solved is the scientific distribution of that space.

This question is more readily answered in the fine passenger car than in any other. There are simply two compartments each with a straight seat to be taken care of and hence it is quite simple to allow the proper amount for the passengers in the tonneau and the passenger and driver in the front seat.

With the seven passenger car, the roadster or the sedan, which after the five passenger car are next in popularity, the problem is somewhat more difficult. In the roadster the question becomes one of seating the greatest number of people in the most comfortable manner and at the same time maintaining the more or less racy lines of the roadster. This has evolved some very ingenious schemes which at the same time produce bodies of great beauty.

Roadster Should Be Narrow

A roadster to be correct must be narrow in the same way that a runabout motor boat should be narrow. The first roadsters or runabouts were made so as to seat three people in a single seat. The result was that these bodies were rather wide and could not be given the racy lines desired. The next step was to produce something which seated the three passengers and allowed the body builder to keep the desired narrow lines. It was natural that with this in view the cloverleaf roadster and the staggered seat roadsters should be evolved. The cloverleaf, of course, has the seats in the form of a three-leaf clover. The staggered seat has the driver's seat somewhat in advance of the other seat which holds two people.

On the seven passenger car the concealment of the extra seats has given a wide field for inventiveness. Some are in the back of the front seats, some under carpet, and others merely fold to one side, and finally the others, and the latest scheme, is to fold them back under the rear seat. These scheme all have their advantages, and once the spare seat problem is solved the matter of arranging space in the seven passenger car is no more difficult than in a five passenger. A point which has not been as well worked out as it might be is that in some of the spare seats used in seven passenger cars, the occupants became very tired after a long drive because of the rigidity of the seats and the want of depth in the upholstery.

The sedan is really the car of comfort. There are a great many more experienced motorists each year who favor them for touring. Some ingenious schemes for making sleeping cars out of them have been brought forward. With a car of this kind the venturesome motorist is free of hotels and can go where and when he pleases. He is as comfortable as he would be in any tent. This plan of gypsey motoring is increasing and is a healthy and wholesome sport.

Autoist's Excuse For High Speed Costs Him $30

"Is there nothing new under the sun?" asks a writer in the American Motorist. He goes on to answer the question: "Of course there is, if you only recognise it. Were this not so, how could you explain the excuse of a speeding automobilist offered the judge upon being haled to court by a motorcycle policeman who only succeeded in overhauling the speedomaniac after a long and exciting chase? The prisoner said that he hit her up on the high because when he saw the policeman in pursuit he thought the pursuer must be a highwayman, seeking to overtake and rob the highly intelligent highgearer. The judge so appreciated the prisoner's ingenuity that he fined him only $30 in place of the usual $10 assessment."

The Horseless Age

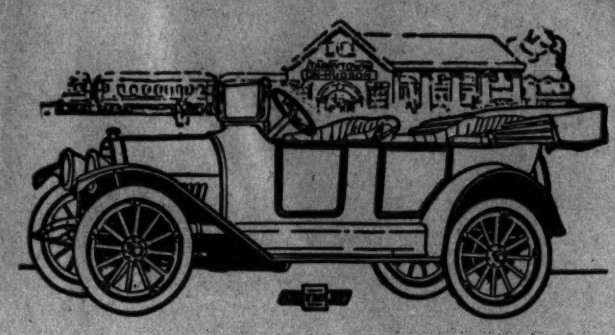
Los Angeles, Cal.—Old Dobbin is on the toboggan and is doomed to extinction in southern California, according to figures compiled by the automobile editor of a local publication. The records of the county assessor's office were taken and these show that there are less than half the number of horses in the country in 1916 that there were in 1900, while the number of autos has increased from 6 to 79,146.

The growth of motor vehicle usage in this section probably has been faster than in any other, owing to there being no closed season on auto travel and the fact that the good roads system is more highly developed than anywhere in the world.

In 1900 there were 47,000 horses valued at $5,000,000 on the county assessor's books. There were just six autos valued at $8,400.

The next ten years reduced the number of horses to 31,000, having a value of $3,000,000. The horse still outnumbered the autos, which in that year numbered 11,000, having a value of $15,400,000.

During the past six years Old Dobbin's family has been failing appreciably, there being only 20,000 of him on the county books, while nearly four times that many autos, valued at nearly $100,000,000 are recorded.



Reputation

When you buy an automobile what do you really buy?

Do you only buy the material and labor? Or do you buy what a car stands for in reputation, in achievement, in excellence of rank?

When you buy a car, you believe what the maker says of it. You buy material and labor *plus* reputation.

Reputation in motor car building is most important.

Without reputation, your metal, rubber and wood would be merely a highly polished mechanical assembly. With it, you are certain of satisfaction, pleasure, health, and efficient travel.

Chevrolet reputati n is founded on complete -satisfaction. We could not have grown without it.

PRICES

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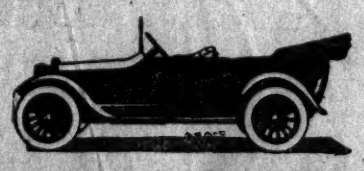

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at prices to suit everybody.

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UNCLE SAM TO ORDER 40,000 MOTOR VEHICLES FOR USE IN THE ARMY

Government Wants Bids For 31,000 Trucks, 5,500 Autos And 3,600 Motorcycles For Service

The United States Government has appropriated about $100,000,000 for the purchase of motor equipment for our army and transport service.

The Army and Navy Journal in discussing this question in recent issue says:

"The information given the Ordnance Department and Quartermaster Corps by the French and British officers who arrived with their respective commissions will result in radical increases being made in the program for auto transportation for our new forces and in the schedules already announced for the increase of the regular establishment. It is learned that the reports made by such officers as Colonels Heron and Puckle, of the British Subsistence Department, emphasised the revolutionary effect that auto trucks have played in the forwarding of supplies from the primary bases and the eventual distribution along the front, just as reports from our military observers have stressed the tremendous use that is being made of mobile heavy artillery. Brigadier-General William Crozier, Chief of Ordnance, U. S. A., included in his estimates for the Army bill which failed of passage in the Sixty-fourth Congress some 58 armored automobiles, 230 machine gun motorcycles and 690 motorcycles for use in forwarding ammunition in emergencies. These figures have since been revised entirely, but we are not permitted to give the numbers that are now contemplated. The armored automobiles are to be along the same lines as those which comprise the unit included in the New York National Guard division. No serious attempt has been made by our ordnance experts to copy the "tanks" of which we have read so much, the reason for such hesitation being simply that confidential and trustworthy reports are that they have been spectacular failures.

Machine-gun motorcycles are believed to be another of the long list of innovations which must be credited to American ingenuity, the idea being first broached here just before the war. They have been used in isolated cases by the British, it is known, but only as protection for messengers and men on similar duty.

As stated in a recent issue, the Q. M. C. estimates for the new army call for approximately 40,000 trucks and autos.

The various types and their cost are set forth as follows:

4,210 automobiles (touring) at $1,000.

1,310 automobiles (runabouts) at $350.

29,730 motor trucks (cargo) at $2,800

1,090 motor trucks (repair and kitchen) at $3,200.

2,180 motor trucks (supply) at $3,200.

220 wrecking and mess cars at $1,500.

3,670 motorcycles at $280.

20 mobile machine shops at $25,000.

Despite the fact that $100,000,000 is involved in the purchase of these machines, it must not be thought that our new forces will be best sustained on a self-propelled basis entirely. To the contrary, no less than 529,380 horses and mules are included in the transportation estimates. For cavalry, 252,050 horses were allotted at $175 each; for light artillery, 9,280 at $250. This last item is the one which will suffer the heaviest reduction under the new plan. In S. O. 98, War Department, April 28, 1917, a new special board was appointed to consider the extent to which these changes will be carried. It includes Major Lucian B. Moody, Ordnance Department, Major T. Moore, Field Art. (General Staff); Captain W. A. Capron, Fifth Field Artillery; and Mr. George W. Dunham, of Washington. Captain Capron was included because of the experience of his command with motor-tractors at Fort, Sill, Okla.

German Auto Makers Pile Up Big Surplus For Post-War Trade

"The German Government policy aims at enabling their manufacturing enterprises to put themselves in as strong a financial position as possible during the war instead of subjecting them to the excess profit duty that prevails in this country," says H. Massac Buist, the English motor expert, in The London Times, referring to England.

The Daimler-Mercedes Company, Mr. Buist points out, has doubled its pre-war profit, its earnings in the last year being 6,620,104 marks, over 80 per cent on the capital employed. One hundred mark shares of this company which sold at 328 marks at the beginning of the war now sell for 630 marks. "The general conclusion to be drawn from this and from the case of the three next most important motor manufacturing firms in Germany," says Mr. Buist, "is that the majority of them are conserving their financial resources and building up very strong positions for the post-war period."

For The Feminine Motorist

At last the shops are showing the rarest and most unique article for women drivers that has been found for some time. Any woman who has driven a car knows the serious damage which is done to the heel of her shoe after she has used the foot brakes of her car even on a very short ride.

Invariably the leather covering of the heel of the shoe is torn off and alas! a dainty pair of boots is ready to be cast aside because of the sadly disfigured heels.

To avoid this, many have turned the old-fashioned cozy wool foot warmers into auto overshoes. These they wear while in the car and, though they answer the purpose, they are inconvenient and awkward, so it is with a grateful appreciation that we receive the dainty heel covering which our boot shops are displaying.

Wraps and coats are following to a great extent the lines of the winter garments, though the short military coats are used with the sport suits. One long, loose model coat is in tan Lupine cloth. The front is gathered at the waist line into a narrow girdle and the back is full. A narrow belt, starting under each arm, goes twice around the waist and ties in front, when one wishes the coat belted in the back, or the belts may be bowed up in front to take up their length when the coat is worn loose. There are four large tan white rimmed buttons down the front and the coat is lined with tan silk. A coat in much the same model is in heather purple Bureaila cloth and is lined with a deep lilac satin.

Sport suits of light colored cloths of mixtures have the military short coats braided with black soutache braid, with a gold thread running through it. Some are fitted without belts or have belts to match, others have the black, woven silk tubular sash like those worn with dress uniforms of army officers. This style of coat is likely to doom summer furs, as trim lines give the coats their smart appearance. Short silk coats are very fussily made, some being trimmed with the pinked, or fringed, ruffles of long ago.

Dust coats are being made of Khaki Kool, pongee, tussor and white alpaca in the now familiar "trench" coat model. The buttons and belt buckles are of leather, brass or white pearl, and they form the only trimming of the coat. The coats are strictly tailored and are very smart looking. A cap with a leather visor made of the coat materials is worn with the coat.

Silk or linen smocks will take the place of dust coats for young persons this year. They are easily slipped on and off and come in fascinating models.

White kid gauntlets are smart for the woman who drives her own car. They are stitched with black, are piped with black kid at the wrists and have white, knitted woolen gloves to be worn inside. Incidentally the inner gloves add to the wearing qualities of the outer glove. The gloves do not wash, but have to be cleaned. White fabric gloves are also much worn and wash beautifully.

Shoes will be of various materials this summer, including silk tops to match gowns, canvas dyed in odd shades, tapestry and other pliable materials. Thus only the vamps and soles require leather.

Women who wish for an individual note in their apparel are choosing silk sweaters in becoming colors and are having hand woven sashes made for wear with them. No two are made alike, each one selecting her own silks and pattern, and these sashes are very smart. Many women are taking weaving lessons and investing in a new model loom that is small and not so expensive as the old ones. They can make not only their sashes, but sweaters as well. The sashes, to be correct, must be three and one-half yards long including the fringe, and eight or 10 inches wide.

Black satin promises to be very much worn this summer for touring, when made into one-piece gowns. The only bit of frailty about these gowns is the collar and tucker, and enough extra ones may be taken along in the bag for the journey. Satin is comfortable and does not wrinkle badly or stick to the upholstery when the coat is laid aside. A little extra jacket is generally made for the one-piece dress so that it may be worn on the hotel veranda when the big coat is left in the car.

Hudson Enters First Racing Team

Chicago was to witness the racing debut of the Hudson team on the Chicago speedway this month, according to an announcement made recently. This because of the fact that the annual Decoration Day speed classic at Indianapolis has been abandoned this season.

The advent of the new Hudson Super-Sixes on the gasoline tracks is eagerly awaited by fans. True, two Hudson cars, were campaigned last season by individual owners—Ralph Mulford and Ira Vail—but the entry of the three Hudsons as an official factory team will be delayed until June this year, when they will go up to the starting line on the speedy Chicago motordrome.

There will probably be four American teams ready to start away when the pistol cracks. They will have on their hoods the Hudson, Stutz, Mercer and Duesenberg nameplates.

The Hudson factory announces that their cars are already in shape for the season's campaign. Mulford and Vail, veterans of last season, will be two of the pilots of this team which will be managed by Arthur Hill, director of Resta in 1915 and 1916, assisted by Chandler, who has abandoned the Crawfords to act as mechanical expert for Hudson. Gable, formerly mechanic for the late Bob Burman, who is well known on the western tracks, will be the third speed demon to chase prize money at the wheel of a Hudson, and big things are expected of him.

Stutz and Mercer will celebrate their return to the racing game in the Chicago event. The Stutz cars will be entered by Earl Cooper, who has been intrusted with them by Harry Stutz, the builder and owner. Although these cars were retired after they captured the 1915 road racing and speedway championships last season Cooper was permitted to drive one on the Pacific coast, and another was driven in the Cincinnati inaugural race by Gil Anderson. Cooper has not announced who his team-mates will be.

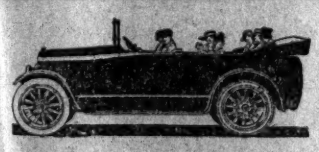
The Mercers, former favorities of the fans at Elgin and Indianapolis, who have not been active in racing circles as a factory team for two years, will be welcomed back into the fold here. The factory confined its entries last season to the fall meets on the New York speedway as they did the year before. Eddie Pullen, the team captain and Joe Thomas, a former Seattle boy who formerly rode with Pullen as his mechanic, who made his debut at the wheel of a Mercer car last season of course were seen in action on the Pacific coast, where they were campaigned by George Bentel, the California Mercer distributor. The announcement that Pullen has decided to resign from the team to become connected with the engineering department of the Chevrolet assembly plant in Oakland was received here with much regret, for Eddie has always been a favorite with speed fans wherever he has appeared because of his consistent driving and clean tactics. It is understood that Ruckstell and Thomas will continue with the team for the coming season, and these two veterans should be able to uphold the honors for the Mercer factory.

Duesenberg, always a persistent contender in road races and speedway events, will be represented by three new cars equipped with sixteen-valve aviation motors. Although Fred Duesenberg has not announced the personnel of his 1917 team it is thought that D'Alene and Milton will drive for him.

Although the French Peugeots will not be as prominent this year as last, when they took thirteen of the twenty-five speedway races on the 1916 schedule, as the result of the retirement of Dario Resta from racing, the American cars will not be without worthy competition, Sunbeam, of England, and Fiat, of Italy, are each sending two cars across the Atlantic to wage international combat. Josef Christians, the Belgian, may be at the wheel of one of the Sunbeams, and Cagno and Soale have been named as the Fiat drivers.

Unless Alphonse Kaufman, who brought Resta to this country, finds another driver for his car, it is probable that only one Peugeot will be campaigned this season. This Peugeot, owned by Luther Brown, has been turned over to Ralph De Palma, who also plans to enter the rebuilt Mercedes.

This about exhausts the supply of foreign mounts in this country, with the exception of two Delages and the Peuson, owned by Harry Harkness, of New York. He has not announced his 1917 racing plans, and it is a question whether his exotic chariots will be prepared for another campaign since they failed to show much promise last season.

THE GREAT  KING-EIGHT

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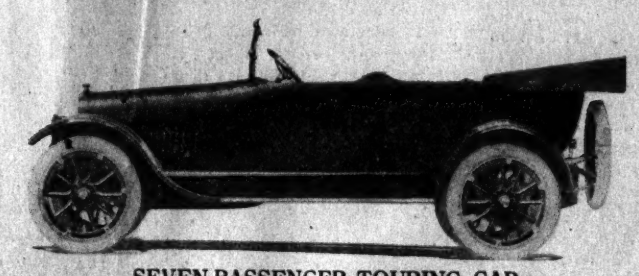

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How does the chauffeur clean your car, and what does it look like after he has finished with it? Probably the enamel is streaky and dull, the surface scratched, and there is still clinging to it some of yesterday's mud and dust.

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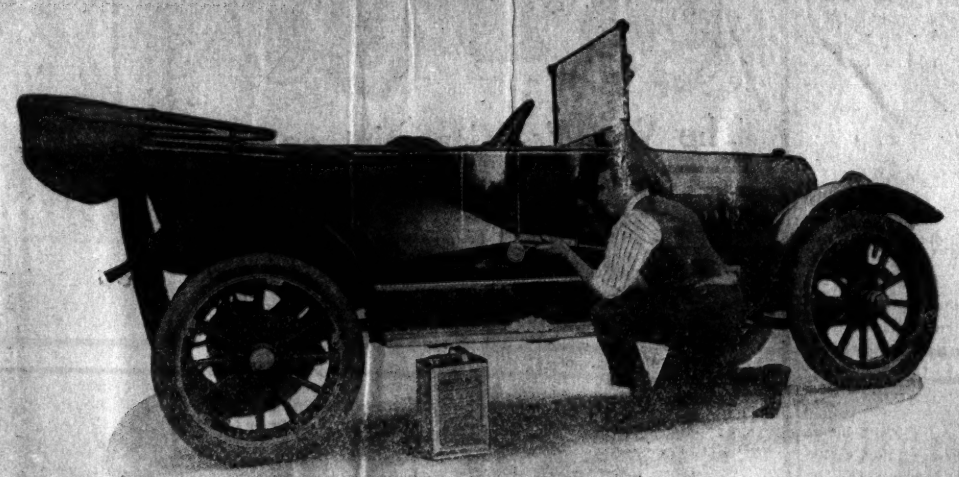

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MOTORISTS WHO GROOM THEIR CARS RECEIVE BEST SERVICE, SAYS EXPERT

Auto Owners Ought To Give Machines Attention Equal To That Given Horse

What are the most important things for the novice buyer of a motor car to know about his new toy immediately upon its delivery?

"He must know first that brake pressure must be equal on both rear wheels at all times," replies an expert. "Next he must know that cleanliness of all parts must be maintained in order that facile operation may be possible at all times. And, in this connection, he must know that cleanliness and facile operation can only be maintained when all moving parts are oiled frequently."

"In the days when men had their sleek, intelligent roadsters, they made a practices of studying them until they were thoroughly acquainted with every one of the characteristics," he said. This enabled them to get better service from their steeds, for thus they learned to care for them. And in making the animals comfortable, they found that they could demand and receive their best efforts in their interests. Moreover, they learned that it does not pay to practise abuse if one would get the best service from one's steed.

Autoist Don't Know Their Own Car

"But when these same men shifted their attention to the automobile, did they take the trouble to become thoroughly acquainted with the new toy? They did not. The grooming and feeding and thoughtful attention they had formerly given to the horse they proceeded to forget all about when they disposed of the horse to acquire the machine.

"Now, the automobile demands a certain amount of attention, despite the engineering skill expended on its construction which permits of its wonderful achievements.

"The first thing that the novice buyer must learn is that the brakes are of the utmost importance to the car, and everything should be learned about them, for they should safeguard the driver, especially the novice driver, against accident. First of all, he must know that the brake compression on both wheels is equal. When he is assured that his brakes are properly adjusted in this respect, he must devote his attention to keeping the braking surfaces clean.

Braking Surface Must Be Clean

"He must keep the braking surfaces free of caked mud and layer on layer of grease. The two ordinary attentions demanded by the braking system are cleaning and oiling, the last mentioned process done carefully and with thorough understanding.

"The brake surfaces should be washed frequently to keep away accumulations of dust and oil. There are two types of braking systems, one utilising asbestos frabic linings, the other metal on metal. The latter system is in the minority, and usually utilises expanding brake shoes. These require oiling at frequent intervals to prevent squeaking and excessive wear on the metal surfaces. But with the asbestos fabric-lined brake the surfaces must be kept free of oil, for oil would make them slip.

"Frequently the novice owner, in his desire to comply with the admonitions about frequent oiling, overdoes the job. He places too much oil in the differential housing. The excess gradually creeps into the axle tubes and works into the brakes. Now, owing to the crowning of the modern highway, the average motor car lists to the right side in travel, and so the right hand brake drum gets most of the excess oil.

"This will make the right brake slip while the left brake holds, creating a dangerous condition in the braking system. It is simply the cause of skidding, which is bound to occur on asphalt covered with slush or grease.

"Owners should make the inspection of brakes a regular routine. The sense of security this regular inspection gives is more than ample compensation for the time and trouble it takes.

"The automobile is in far from perfect running order when it leaves the factory. The dealer must in most cases take the car down to see that all the bearings are fit: that all the parts are perfectly adjusted; that the brakes are equalised; that cylinder compressions are equal; that the pistons rings are tight—in short, that all working parts are as they should be.

"A new car is stiff when it is first delivered. It will not respond to sudden shocks or strains quickly. Up to 500 miles, the new car should not be driven faster than twenty-five miles an hour, and this maximum should be attained gradually. Up to 800 miles it should not be driven faster than thirty miles an hour. And the driver should never subject his new car to heavy pulls unnecessarily, until it is limbered up and able to respond quickly to all sorts of stresses and strains.

Study The Car Without Meddling

"But the knowledge of the car should not be restricted to any of the points here enumerated. These are merely selected as the most important, in my estimation. Owners should have a fair understanding of every part of their machines; and they can only acquire this knowledge by careful, sensible investigation.

"The average motor car purchaser too frequently permits his car to take care of itself. He accepts the word of a salesman, has his demonstrations, finds out how to go ahead, stop and back up, and then lets it go at that.

"Get acquainted with the inside of your car. Learn about its characteristics. Find out about its needs and demands. Look after it personally; for thereby you will get the most out of it and acquire a new interest in owning it. Most cars are practically fool-proof to prevent serious injury of their parts by tinkering meddlers. The more you know about your car the better it will be for you, providing you do not meddle."

Auto Violations Grow In Chicago

Chicago, Ill.—The annual report of the automobile court for 1916 shows that there were 25 863 violations of city ordinances and the state speeding law in Chicago during the year. This number is almost double that of 1914 and about 15 per cent higher than in the preceding year.

The cases heard in the automobile court were about equally divided between violation of city ordinances and state speed laws. About three-fourths of the violators of city ordinances were discharged, while convictions in the speeders' court amounted to almost half the cases called.

FISK AIDS GOVERNMENT

A report that a large mobilisation camp is to be established near Springfield, Mass., has led the Fisk Rubber Company to offer the War Department free use of its forty-five acres athletic park just outside the city.

Goodrich Co. Ready to Supply Armies of World With Rubber Shoes

"The United States army or navy will not be affected by the shoe famine which now prevails in European countries due to the fact that the requirements of the allied armies are so great," said an official of one of the large rubber companies at Akron recently.

This statement was brought forth by the publication of an announcement from Rome, Italy, made by John F. Stucks, vice-president of the American Chamber of Commerce and general manager of the American Shoe Machinery company in Italy, when he said, "A bare footed Europe is not improbable if the war continues. At the present time a pair of heavy mountain shoes will last a soldier about six weeks and even when the soles and heels of these shoes are studded with hobnails."

One of the officials of the B. F. Goodrich company, in commenting further upon this article, said: "If this government should adopt rubber footwear for its army and navy, thereby securing not only an unlimited supply as compared with the leather shoe, longer service and greater comfort to the men would be assured at no greater cost than leather equipment."

Continuing, he said; There are few American people who have come to realise the immense production possibilities of the modern rubber boot and shoe factories. In this one Goodrich plant alone we manufacture upwards of 20,000 pairs per day or enough to equip two army divisions every working day. You may call it foresight or preparedness or anything you like, but at the very beginning of this war, more than two and a half years ago, we began to build an organisation, to enlarge our factories for greater productions and, in fact, add every facility that would enable us to serve the greatest demands the government could make upon us and still not affect our regular trade channels. In fact, our offer of the entire Goodrich resources to the government some weeks ago was made with this very thought in mind and while we have not yet been called upon, we desire to reaffirm this offer at this time and stand ready and willing to cope with almost any situation that may confront us. This, we believe, is what constitutes a real service to our government, for we are now capable of equipping the present army of the United States with rubber shoes or boots within five ordinary working days and still not neglect any of our established trade."

It is unfair to the leather shoe to draw a comparison between it and the one made of rubber, for rubber footwear has been proven to outwear even the hobnailed soles and heels of the leather shoe. It is possible that what might be called a "war emergency" will bring the American peoples to a full and complete realisation of the wearing qualities of rubber. Their motor cars are equipped with rubber tires, not leather. Why, then, should rubber footwear not become practical? An answer to this will be found when the extreme shortage of leather built shoes will demand that those made of rubber be adopted.

Gasolene Leakage

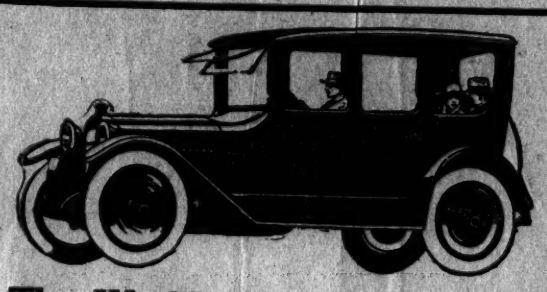
"I am not at all anxious that motorists should consider me a crank or a calamity howler," says Max Hagelstine, service manager of the Studebaker Corporation, who has attracted considerable attention throughout the country by his frequent pertinent tips to automobile owners, "but I certainly do want folks to know more about their cars and the proper care of them.

"Take the matter of lubrication, for instance. I firmly believe motorists cannot know too much about lubrication and lubricating oils. Lack of knowledge means loss of pleasure, loss of time and oftentimes considerable loss of money. And there is one underlying phase of the subject which is often overlooked by motorists and yet which is the base of any lubricating troubles. I refer to what is commonly known as gasolene leakage."

"Gasolene leakage is generally caused by a certain amount of mixture which is not burned and finds its way into the crank case, diluting the oil and destroying its lubricating qualities from 10 per cent to 30 per cent in from two weeks to a month's time, depending upon weather conditions. This means that on the compression stroke some of the gaseous mixture from the combustion chamber leaks past the piston rings and condenses in the cool crank case. This action is due to the fact that the oil does not perfectly seal the space between the cylinder walls and the piston rings.

"Oil diluted with gasolene becomes a mighty poor lubricant and will leave the cylinders dry if allowed to continue unchecked. This will cause wear and necessitate the replacing of some vital part of the internal mechanism of the pain assurance of a perfect seal between piston and cylinder walls by the use of a good motor oil of course and the frequent draining of the oil in the crank case.

"If owners will drain off the old oil in a crank case often, say once every two weeks in cold weather and once a month during the summer, and replenish with fresh oil there need be no fear of the oil deterorating and losing its original lubricating qualities. Five dollars spent this way may save a bill of from $50 to $150 in a season for necessary repairs. The frequent changing of oil in the crank case during a period of seven months would not amount to the price of one piston—and it only takes about ten minutes time to make the change."



The World's Viewpoint on the Hupmobile

BECAUSE motor car buyers have learned keenly to judge value, the world-wide approval of the Hupmobile is both interesting and important.

The car that wins everywhere the high favor accorded to the Hupmobile must be the best in its class—and the Hupmobile is that.

It must be comfortable to the point of luxury—and the Hupmobile is that also.

It must afford the maximum in roominess, convenience and easy riding—as the Hupmobile does.

It must be fast in the getaway, flexible and easily handled, powerful for speed and for the hills and heavy roads, silent and smooth-running.

And the Hupmobile is all these to an unusual degree.

Last, it must be economical to run and to keep—and Hupmobile reputation on that score is flawless.

Any Hupmobile dealer is ready to submit the car to any reasonable demonstration you may require to convince you—as thousands already know—that it outpoints any car in its class.

Brief Hupmobile Specifications

Hupmobile Models: 5-seater, 7-seater, 2-seater sedan, and 5-seater and 2-seater with detachable winter tops. Motor: Four-cylinder, 98 m/m bore, 140 m/m stroke (3⅞" x 5½"). Transmission: Three forward speeds and reverse; multiple disc clutch. Rear axle floating type, spiral bevel gear. Cam shaft and crank shaft bearings bronze shell, babbitt lined. Long wheel base 116" on 2 and 5-seater. 134" on 7-seater). Tyres 875 x 105 m/m or 34" x 4" on 2 and 5-seater. 920 x 120 m/m or 35" x 4½" on 7-seater. Electric starting and lighting; ventilating, rain vision screen; one-man hood; quick-acting side curtains; door curtain carriers; deep upholstery; speedometer; ammeter; robe rail, foot rail and carpet in tonneau; non skid tyres on rear; five demountable rims; tyre carrier, pump, jack and full set of tools. Magneto ignition, wire wheels, special colours, khaki hood and seat covers at small additional cost over list price of car.

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880 x 120	red top	Tls.	46.55		37 x 5	Tls.	53.85
	non-skid	„	43.60		36 x 4½	„	47.00
	plain	„	41.00		—	„	—
820 x 120	red top	Tls.	42.40		34 x 4	Tls.	44.60
	non-skid	„	40.15		„	„	39.75
	plain	„	48.10		„	„	37.50
875 x 105	red top	Tls.	40.25		33 x 4	Tls.	42.50
	non-skid	„	37.85		„	„	37.35
	plain	„	35.00		„	„	35.60
815 x 105	red top	Tls.	39.00		32 x 3½	Tls.	41.75
	non-skid	„	36.10		„	„	40.15
	plain	„	33.20		—	„	—
760 x 90	red top	Tls.	27.80		30 x 3½	„	20.75
	non-skid	„	25.25		„	„	19.60
	plain	„	21.70		—	„	—
red top	30 x 3	Tls.	17.60	red top	28 x 3	Tls.	15.80
non-skid	„	„	16.50	non-skid	„	„	14.75
plain	„	„	14.90				

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IT COMBINES THOSE ELEMENTS OF EASE, ELEGANCE AND EFFICIENCY WHICH SINGLY, HAVE MADE A FEW OF THE MOST NOTABLE CARS SUCCESSFUL.

SOLE AGENTS

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AUTOMOBILE BUSINESS IS BOOMING IN CANADA

Sale Of 100,000 Cars A Year In War Time Is Far Above Normal

The feeling of apprehension which has unconsciously arisen concerning the manner and extent that general business, and particularly the automobile and rubber industries, will be affected by the entrance of the United States into the war is very ably commented on by G. M. Stadelman, Vice President of the Goodyear Tire and Rubber Company, Akron, Ohio.

Mr. Stadelman has just returned from a thorough canvass of the war's effect on Canadian business, which he made in the hope that a more definite idea might be formed of the conditions that our country must face and conquer in the near future.

"Canada has gone through precisely the same conditions that now confront us, so the effect of the war there ought to be fairly indicative of what we may expect here," he declares. "General business conditions are very satisfactory in Canada at the present time.

"I found that in 1913 Canada had increased its number of registered cars 16,780, or 38 per cent, as against the 1912 registration, and during 1914 22,070, or 36 per cent, as compared to 1913. War was declared Aug. 1, 1914, so that the last figures were little affected thereby.

"Now, after two and one-half years of warfare, Canada is this year buying 100,000 new motor cars, almost five times as many as were purchased during 1914, and an increase of 85 per cent over the normal increase for 1913 and 1914.

"Every possible effort has been made to have Canadians save to help win the war. Ever since war was declared the people have been importuned to discourage the spending of money for things not absolutely necessary. The people are constantly confronted with placard, postcards, letters, billposters, newspaper articles and every other publicity device known to discourage extravagance.

"And when you stop to think that 100,000 new cars are being bought in a country with a population of only 8,000,000, the condition can be accounted for in no other way than that Canadians do not regard the automobile as a luxury, but have found it, under war conditions, a prime necessity. It has aided in the movement of troops, facilitated the transportation of war material, increased the efficiency of the farm, aided in the quicker movement of all things pertaining to business, and has been a great economic factor in the development of general business.

"Our population is about fifteen times that of Canada. She has already sent 500,000 men to the front, which would be equivalent to our sending 1,750,000. Her purchase of 100,000 cars this year, with one-fifteenth of the population of the United States, is equivalent to our purchasing 1,500,000 automobiles, which is just about what this country will buy during 1917.

"So Canada, under war conditions, with a constant crusade for economy, with the withdrawal of men, power and money far in excess of anything contemplated in the United States, is, after two and one-half years, buying as many automobiles per capita as the United States expected to buy before the declaration of war with Germany.

"Theory and prophecy are not very convincing, but here are the actual facts. The experience of Canada for the past two and one-half years and her present liberal patronage of the motor car ought to be an earnest of what the future has in store for us. If Americans have had any doubts concerning the stability and prosperity of the motor car business or business in general, the experience of Canada ought to dispel them."

HOW TO REDUCE MILEAGE COST OF RUNNING AUTO

Large Number Of Things Enter Into Economical Use Of Gasoline—Nice Adjustment, Proper Lubrication Important

It is not generally realised that a large number of things enter into the economical use of gasoline, says H. C. Brokaw, of the West Side Automobile School, N. Y. To get the most out of a gallon of gasoline, all moving parts must work properly. This means proper lubrication. The brakes should not drag; each cylinder of the engine should fire properly; the clutch should not slip, and the carburetor should be in proper adjustment. It is not well to adjust the carburetor unless you are sure it is at fault. Excessive carbon in the cylinder causes a decided loss of power, due to back pressure on the piston, and the partial clogging of the muffler indirectly consumes extra gasoline. The importance of keeping the muffler free is not usually understood.

Some time ago I was riding in a car that could hardly make headway against a strong wind blowing. This meant frequent use of the second speed gear, which in itself causes an undue use of gasoline. I found on experimenting that the muffler cutout pedal could be used in place of the accelerator pedal; that is when the muffler cutout was open the engine had considerable more power and immediately speeded up. The fact is that we kept that cutout open most of the way home and had no more trouble in bucking the head wind. It led to the discovery that the muffler was almost totally clogged with carbon.

To insure each cylinder getting its proper power without waste the engine should be driven with the spark lever advanced as far as possible without causing back pressure. The spark plug gaps should be adjusted properly to insure a thorough ignition of the charge; the spark plugs should be kept clean to prevent the loss of a charge of gas through non ignition, likewise the interrupter points and the distributer should be kept clean and properly adjusted.

To use all the gas that is taken into the cylinder there should be no loss of compression through leaky valves or weak valve springs, or poor gaskets on spark plugs or valve caps; and it is equally important that pet cocks, cylinder head, where there is one, and piston rings are tight, so that gas will not waste.

It is not safe to leave these things to the chauffeur and the garage man. The owner should learn how himself and see that everything about his car is adjusted right, and he ought to know how to keep them in order. If he gets this knowledge inside his thinking machine he will find that his propelling machine will work better, and that he will not only have more use and pleasure out of it, but he will save a very appreciable part of the cost of upkeep.

Next to gasoline comes saving on tires. Some of the things which cause excessive wear and deterioration of tires are driving into holes in the street or in deep ruts, turning corners at too high speed stopping the car so quickly with the brake that the wheels slide on the pavement, and a harsh clutch which jerks the car suddenly from a standstill, causing needless wear. Then there are such things as letting the front wheels get out of alignment, so that they do not run parallel, or nearly so, the action being that the tire is slid instead of being rolled over the road. There should be a slight toe in, for mechanical reasons, but if this is allowed to go beyond the proper limit it costs money.

Adjusters tell us that a very large percentage of tire failures is caused by under-inflation which allows the tires to flatten and break the side walls. Every tire should be tested with a gauge and not with the eye or hand and kept to the pressure named by the tire maker. To get the greatest life out of a tire it should be watched continually for small cuts through the rubber to the fabric. Most tires will be found after a short service to have from two to a dozen such cuts. These will allow sand to work in and loosen the rubber, and then moisture gets in and rots the fabric. There are preparations with which these cuts may be healed in a few minutes; serious cuts, especially where the rubber is loosened from the fabric, should be taken at once to the vulcaniser.

CHEVROLET COMBINE RUMOR

There are current renewed rumors of a consolidation between the General Motors Company and the Chevrolet Company. It is stated in New York that the possibility of this consolidation delayed the listing of the Chevrolet stock on the New York Exchange.

Expert Gives Many Reasons For Knocking Motors

There is a Bowery missionary who tells his audiences that "every knock is a boost" says H. C. Brokaw of the New York West Side Antomobile School; that may be true of verbal knocking, but I am inclined to think that auto knocks do not do much boosting, but have a contrary inclination.

Do not imagine if your engine starts knocking while you are out on the road that your cylinders are filling up with carbon, or that the main bearings are worn loose. The knock may be from a totally different source. In fact there are so many different kinds of knock that even an expert cannot tell always just where it comes from without totally disassembling the engine. Even then it sometimes puzzles him a lot by its elusiveness.

Most engines have a knock of some sort which annoys the driver, which might vary from a barely perceptible click to a blow that may be heard by persons standing on the sidewalk. A great many of the knocks do not do any harm; that is, they are not causing any damage to the engine parts; but there are some knocks which require immediate attention to prevent the demolition of the engine or serious damaging of it. Some of these are loose connecting rod bearing: cylinder loose on its base; lack of lubrication and consequent overheating; and a broken revolving or reciprocating member, which might tear things up if allowed to run. The spark advanced too far puts an excessive strain on the crank shaft and a short circuit in the ignition system does the same.

So many of the knocks are only a matter of annoyance; that is, they do no more harm than to cause the driver unnecessary nerve jars and to spoil the pleasure of riding. But he will bother the various garage men and everybody else he can get to listen and then will not accept the assurance that the knock is not doing any harm.

Some of the causes of knocking discovered at the school have been collated and are given for the instruction of the novice:

Mechanical Looseness, Due To Improper Adjustment On Wear

Loose connecting rod bearing, crank pin end.

Crank pin bearing out of round.

Main bearings of crank shaft loose.

Bearings too tight.

Wrist pin loose in piston.

Wrist pin loose in upper end of connecting rod.

Wrist pin not in line with crank shaft, causing side lap.

Piston ring loose in slot or broken.

Cam follower guide worn.

Cam loose on shaft.

Cam shaft bearing worn.

Worn cams (flat spot).

Fly wheel loose on crank shaft (old models with keyed on wheel).

Fly wheel out of balance.

Timing gears loose on shaft.

Worn or broken timing gear teeth.

Cylinder loose at its base.

Engine loose from frame.

Piston too small for cylinder causing side lap.

Poor push rod adjustment—gap too great.

Exhaust or inlet valve sticking in guide.

Spark plug touching valve.

Magneto coupling loose.

Fan belt coupling stricking a pulley.

Fan blades striking something.

Worn cylinder, causing side lap.

Bent crank shaft.

Faulty Ignition

Spark advanced too far.

Spark too late, causing overheating.

Short circuits in ignition system, causing irregular spark.

Spark plug points constructed wrong, causing them to overheat.

Spark plug in poor position.

Wrong timing of ignition system; too early, too late, or wrong order.

In the distributor, misdirecting the current.

Faulty Carburetion

Pre-ignition, due to excessive carbon deposits.

Rich mixture, causing overheating.

Lean mixture, in conjunction with worn parts.

Faulty Lubrication

Lack of oil.

Lubricants of poor quality.

Excess of oil, causing carbon deposit.

Overheating Of Engine

Fan not working.

Pump parts not revolving.

Radiator clogged.

Pipe lines clogged.

Rubber hose defective inside, blocking flow of water.

Ignition timed too late.

Faulty Compression

Engine designed with too high compression, causing pre-ignition.

There are, of course, many other causes which contribute to the little noises which accompany the car along the road, but the novice will find here the most common ones, and by a process of elimination may arrive at his particular bane; to find it, naturally suggests the cure. Therefore, stop that knocking.

Maxwell Sets New Record

The Maxwell world's champion nonstop car, with a certified record of 22,022.3 miles nonstop to its credit, which was seen here at the automobile show, has won additional laurels and once again amazed the industry.

After the champion's marvelous record run, the car was again sent on the road in various sections of the country and has now attained a mileage of more than 100,000 miles. The Maxwell company determined to test the car for ability to make mileage on limited gas consumption in order to ascertain the best results that might be obtained after 100,000 mileage had been reached.

Newspaper men in Baltimore were retained as observers and a gallon can of gasoline was measured and its correctness certified to by the city sealer of weights and measures. The car, with five passengers, including driver, made 27.1 miles on the single gallon.

The champion Maxwell is once again on its way to Chicago and will be shown there and in nearby cities, according to L. K. Cooper, Chicago distributor.

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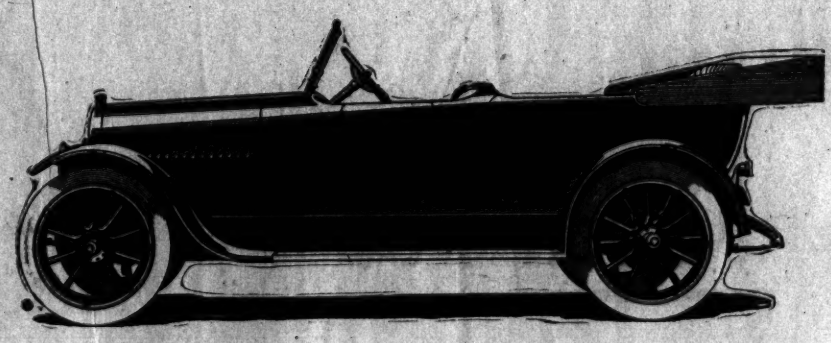
of the

HUDSON SUPER-SIX



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HUDSON SUPER SIX

HUDSON SUPER SIX

Packard Survey Shows Southern Business Good

Business conditions in the South are especially sound and prosperous. That is the gist of a survey made by officials of the Packard Motor Car Company, just returned to the factory from a series of meetings in Cincinnati, Baltimore and Atlanta.

To get a first-hand impression of the situation in the territory from the Great Lakes to the Gulf and east of the Mississippi river, dealer conventions were arranged for the three centers named. Twenty-five dealers, most of them representing small Southern cities and their tributary territory, were interviewed by Henry Lansdale, manager of the carriage sales department, R. E. Chamberlain, manager of the truck sales department, and O. E. Brown, manager for the eastern district.

"The delivery situation was reported particularly good," said Mr. Lansdale. "Only one dealer responded 'fair.' All the rest were highly pleased with the condition.

"All dealers were in an optimistic frame of mind. Each of the conferences brought out that its particular territory was feeling a stimulus from the war, rather than any depression. There was one funny feature to the war talk. Dealer after dealer reported that the war hadn't hurt him but that he understood it was slacking up things a few districts away. And when we got over to those districts, they were untouched by the war, but heard somebody else was. The war seems to be highly migratory, so far as any bad effects on business are concerned.

"The general impression we gained is that the South is highly prosperous, and knows it. Diversified farming is the topic on all sides. The South has taken special heed of requests by President Wilson and Secretary of Agriculture Houston and is planting the biggest crop in its history. Road building is particularly active in Georgia. Some of the small centers are fairly humming with business, and naturally the automobile business is prospering along with the rest."

Use For The Old Car

Conservation of resources is a subject taking precedence over all others in the minds of thinking Americans today.

What can be accomplished within a few months' time, at small expense, no hardship to anyone, a profit to all and with the food situation greatly relieved—seems almost unbelievable. But this possibility had only to be suggested to one live automobile dealer to have it put into practise the same day.

There are scattered over this country today hundreds of thousands of old touring cars perfectly fit to be transformed into tractors to draw the heavy wagons now being drawn by horses. These horses, put to work on the acres of idle farming land throughout the country, could greatly increase our food producing power.

Incidentally, they could be earning some of their own "board and keep." Most horses eat three times a day. With oats at $2 a bag and hay at $25 a ton, a horse is an expensive luxury for city hauling in these days.

It takes an average of five acres of ground to feed a horse. This same ground planted to food for man would produce enough to sustain ten men a year.

Statistics as to the number of horses that could be released from city service by the adoption of this method of highway hauling are not available, but it does not take a very vivid imagination to see that we could feed all the allies in Europe and make money besides, by putting at work the second hand cars now taking up the storage space in all the garages in the country.

The light runabouts can easily handle a ton, about one-third resting over the rear axle and the other two-thirds being drawn behind in the trailer, while the heavier cars could be converted into tractors to draw two or three tons.

Any blacksmith shop or garage can, in a few hours, change the automobile and wagon into a tractor and semitrailer. It is necessary to remove the tonneau part of the body from the auto and the front axle, wheels and springs of the wagon and then join the two together by a rocking fifth wheel.

This combination can be backed, turned and handled with as much ease as a horse and wagon.

The Path Of Motor Glory Leads But To The Junk Pile

Leaving aside the fact that the great European war has been a factor in the automobile business from the standpoint of an extra demand for cars that would run, says a writer in Motor, it also has been a blessing in other directions; it has placed an extraordinary value on metals of all sorts and kinds and has increased the worth of the junk automobile to almost unheard of proportions. Two or three years ago it was almost impossible to give answer to the query, "Where do all the old automobiles go?" but that is not the case now—the answer is "To the junk man." That individual has more than profited by the presence of worn-out automobiles and the increasing value in metals, and as though it were so ordered, the automobile contains many of the metals that are most desired for use in some manner by those countries that are now engaged in a death struggle.

The ever-increasing number of low-priced machines, with huge factory outputs; the cheaper and lighter machines that fill a big demand; the excessive cost of operating the larger vehicles—all these factors have been important in sending some of the bigger cars to the junk heap, to bring more for metals than they could be sold for use again.

Breaking up automobiles has become an industry by itself, and it has caused countless numbers of small fortunes to be made by people who heretofore had been well satisfied to earn an existence. Even the man who has annoyed you in the early morning hours by his cry of "Iron, old iron" has become so burdened with gold that he hardly knows where to put it, since he cannot trust small banks, and does not know the ropes to be followed in the larger ones.

It was two years ago that metals began to soar, and it was then a few junk men began taking in automobiles and breaking them up for the vaules that were in them—metals that would yield a return of better than a hundred per cent in a few days. It was only necessary to have a couple of hundred dollars, an old shed, a pinch-bar and a sledge-hammer; then the operation could begin and the way was prepared for the money to flow in, to be turned over and over, again and again, gathering to it all the time, exactly as a huge snow ball grows in bigger proportions the farther it goes.

Automobile dealers saw an opportunity to unload many a piece of antiquated junk whose last chance to be sold had long since passed, and so they roll these antediluvian pieces of joy wagons over to the junk dealer and receive anywhere from $50 to $100, or even $130—for age and size have much to do with making a value from the junk man's point of view.

Naturally the bigger the machine the more metal it contains, and this is where the value comes in. Those great, big cumbersome engines that had immense quantities of aluminum in the crank-cases, that had copper and brass and steel and other metals in proportion, would bring not only to the seller but to the junk man, the greatest prices.

The older the better for the junk man, because he could get more metal out of the aged model and would give less for it—so profits piled up from both ends.

Perfectly fair running cars have been known to have been driven up to the slaughter by the admiring owner. But he had shopped about among the automobile concerns and could find no takers even in trade. And he would pat the bonnet a little, say, "Good old boat," and put his hand out for the hundred and walk away.

What happend to that "good old boat" the next hour might be termed pitiful; so it would seem to the man who had been carried miles upon miles upon pleasure bent, with no more trouble than a blowout or a few knocks and rattles.

Supposing you had a car for four or five years—the "best one the factory ever turned out!" that particular one that happened to be just a little better than all the others and all the later models—wouldn't it grieve you to see two or three husky men attack it with sledge and pinch-bar and pick, ripping it here and there, deliberately smashing up a perfectly good crankcase or flywheel or body?

Well, that's just as much heart as the junk man has; there is no sentiment in an old car for him—it's a case of real money. And so the "good old boat" is laid low, with the fenders placed in one pile, the aluminum in another, the steel somewhere else, etc. No mercy is shown such a thing as a lamp unless it happens to be very good; then it is placed in the stock room to await some other owner of a similar model who is shy one headlight and must have another.

Really good front axles are sometimes laid aside, because front axles may be used, there being as little changes in this part of a car as any. And the perfectly good ball and roller bearings are sold for better prices than the founder will give. Usually a particular man calls at the junk dealer's place every morning to see how many magnetos have been accumulated during the day before, and he takes away four or five at $20 and makes 50 per cent on the deal. The glass in the windshield has a market at all times; the hair in the cushions is almost priceless now—there is not a piece that does not find a ready market at a good price, unless it is the few sticks of wood and these can be used to keep the junk shop warm.

BOXING AMONG SOLDIERS

Australians in Service Write Of Bouts at Front

New York, May 13.—The latest of the boxing communications which arrive monthly from Australia indicates that, although there is considerable depression in boxing circles there, the sport is by no means entirely forgotten. The majority of the boxers have already gone in for war service, and the pugilistic ranks of the country have been considerably reduced, but those now on active war duty keep those "back home" acquainted with their movements by letter.

Mention is frequently made of competition in impromptu boxing exhibitions, showing that the sport has not been entirely abandoned even by those at the front. Especially do the boxers engage in their favorite pastime when being transported on troop ships from one point to another. The soldier boxers are on board of the transports for weeks at a time in many instances, and there is plenty of opportunity for friendly bouts. When among the troopers on board there are some who, because of previous training and competition, are more adept at the ring sport than their brother soldiers, the former are quick to take advantage of these opportunities. In some instances the bouts staged assume the proportions of regular tournaments, and there are times when the letters give the complete results of the competitions.

The chief value of the sport at the front is that it affords a mode of relaxation for the troops and gives the soldiers the opportunity to think of something else besides the grim pursuit upon which they have entered. Another of its virtues is that those who follow the boxing profession as a means of livelihood are kept in fairly good condition by competing in these bouts, so that when they manage to get home for a short space on furlough they can engage in a ring bout after their usual training stunts, and without any great additional preparatory work. In camp life, also, and sometimes just behind the firing lines, the sport is practiced and never fails to attract the interest of the soldiers.

Snowy Baker, a former boxer himself, who now is the directing mind of a syndicate which practically controls the promotion of the sport in Australia, is constantly in receipt of demands for gloves, which attests the popularity of the sport among the soldiers. As a means of satisfying the demands of the soldier boxers Baker has been shipping to the various centers for distribution all the gloves that have been used in his arenas, instead of selling them or giving them away to individuals, as had been his custom before the war. This plan of the Australian boxing promoter enables the boxers at war to engage in ring frays with greater frequency than if they were dependent upon popular subscription for their boxing paraphernalia.

Maxwell Uses Stock Cars In Endurance Tests

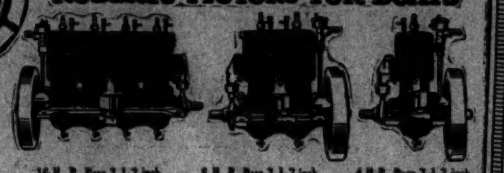
"Do not change any of the regular factory equipment or adjustments in the stock Maxwell car and you will be certain of the greatest measure of success."

This injunction is the paramount note in a list of instructions for 2,000 or more Maxwell dealers who next month are to travel over roads everywhere in the United States and Canada in a national proof demonstration of Maxwell upkeep economy, participating in a contest for $5,000 in cash prizes, with a silver and gold championship cup, to be awarded by the Maxwell Motor Sales corporation. The event is to be known as the National Maxwell Gasoline Economy Proof day.

The instructions were prepared by Ray F. McNamara, the famous Maxwell road engineer and the world's most experienced motor car pilot. In his advice, McNamara, who has driven over 700,000 miles at the wheel, lets loose a series of helps that are educational in value for motorists generally and of such surprising nature, considering the experience they are based on, that the Maxwell company plans to put his deductions into booklet form and distribute them to automobile owners everywhere.

"Do not change a thing in the stock cars as you borrow them from their owners for your run," McNamara points out in his instruction sheet. "See that you have a fair compression in each cylinder, use a speed of fifteen miles an hour, don't has put with anything the factory has put into the regular stock car, and you will be certain of about thirty miles from your one gallon of fuel. With practice on your course and careful driving you can do anywhere from thirty to forty-five miles per gallon."

ROBERTS MOTORS FOR BOATS



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Integrity of Value

In the Overland Big Four-cylinder touring car and the Overland Light Four-cylinder touring car, the luxurious and the practical are in proper balance to produce lasting satisfaction.

The Big Four is finished in a deep rich brown, while the colour of the Light Four is a beautiful shade of gray. These two models exemplify the remarkable values made possible by tremendous production.

Size does not of itself constitute greatness.

An industry is as great as its service to the public.

But size does usually constitute *opportunity for service.* In the case of Overland, size originally was an indication of foresight and courage.

It constituted an opportunity to establish new values in motor cars—*this was a service.*

Growth came as a reward of this service, and with growth came opportunity for further service—further revision of values.

Today's immensity means experience, facilities and resources, plus the public confidence, which gives these things stability for yet greater service.

The Willys-Overland ideal of service is *integrity of value* in the product throughout the whole life of that product's *service.*

The Willys-Overland Motor Cars which we have to show you exemplify this ideal and constitute the most comprehensive range of models ever built by any one motor car producer.

A Wide Range of Models:

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5-Passenger Touring Car
3-Passenger Roadster
3-Passenger Touring Coupe
5-Passenger Touring Sedan

Light Four-Cylinder Overland
5-Passenger Touring Car
2-Passenger Roadster
4-Passenger "Country Club"

Light Six-Cylinder Overland
5-Passenger Touring Car
3-Passenger Roadster
3-Passenger Touring Coupe
5-Passenger Touring Sedan

Willys-Knight Models
7-Passenger, Four-Cylinder Touring Car
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The Willys-Overland Company, Toledo, Ohio
Manufacturers of Willys-Knight and Overland Motor Cars and Light Lorries

Navy Team Wins 11 Inning Battle

(Continued from Page 1)

one, two, three for both sides, Tinkham striking out three and Leonard making up for his previous discrepancies by handling three difficult chances.

Stevenson got a hit in the tenth and Clapp got a two bagger for Shanghai in the same round but to no purpose.

To start the eleventh Scott drove a hot one at Woods who knocked it down and got the runner. Leonard picked a vacant spot in right and dropped one there. Conrad reached first on Tinkham's error and went on to second on Bills' error, Leonard going to third. Mitchell brought them both in by lacing one through the diamond between first and second. He tried to steal but Bristow cut him down. McGhee hit to right. Luna slammed one to the same spot scoring the runner and went around to third himself but failed to touch second. Bills put the ball on the sack for the last out.

Shanghai went out in order in their half.

The same teams engage today at 3.

The score:

Navy

	AB	R	H	PO	A	E
Stephenson, 3b	5	0	3	6	2	0
Hess, 2b	2	0	0	0	1	1
Collins, 2b	3	1	0	0	1	0
Brennen, 1b	5	0	1	11	0	1
Scott, rf	5	1	2	1	0	0
Leonard, ss	4	2	2	1	6	2
Conrad, cf	5	1	1	1	0	0
Mitchell, c	4	1	2	10	1	2
McGhee, p	5	2	2	0	1	0
Luna, lf	5	0	2	3	0	0
Totals	43	8	15	33	12	7

Shanghai

	AB	R	H	PO	A	E
Bills, ss	4	2	1	2	2	2
Woods, 2b	4	0	0	3	5	0
Clapp, 3b	5	1	1	2	1	1
Wilhoit, 1b	3	1	2	5	0	0
Reid, 1b	2	0	0	6	0	1
Bristow, c	5	0	2	12	3	0
Ollerdessen, cf	5	1	1	0	1	0
Pomeroy, lf	1	0	0	0	0	1
Sokall, lf	4	0	0	1	1	0
Nichols, rf	2	0	0	0	0	0
Swift, rf	1	0	0	1	0	0
Hadley, rf	1	0	0	0	0	0
Tinkham, p	4	0	0	1	4	2
Totals	41	5	7	33	17	7

By innings:—

Navy ..... 0 0 0 0 0 2 3 0 0 0 3—8

Shanghai ... 0 1 2 1 1 0 0 0 0 0 0—5

Home runs—Wilhoit, Leonard. Two base hit—Clapp. Sacrifice hits—Leonard, Woods. Stolen bases—Luna, Bristow 2, Ollerdessen, Sokall. Struck out—by McGhee 7, by Tinkham 8. Hit by pitcher—Mitchell, Bills. Passed ball—Bristow.

Umpires—Winters and LaFleche.

Tennis

The Police and the Public School Old Boys will play a match on the police courts at 3.45 this afternoon. The teams follow:

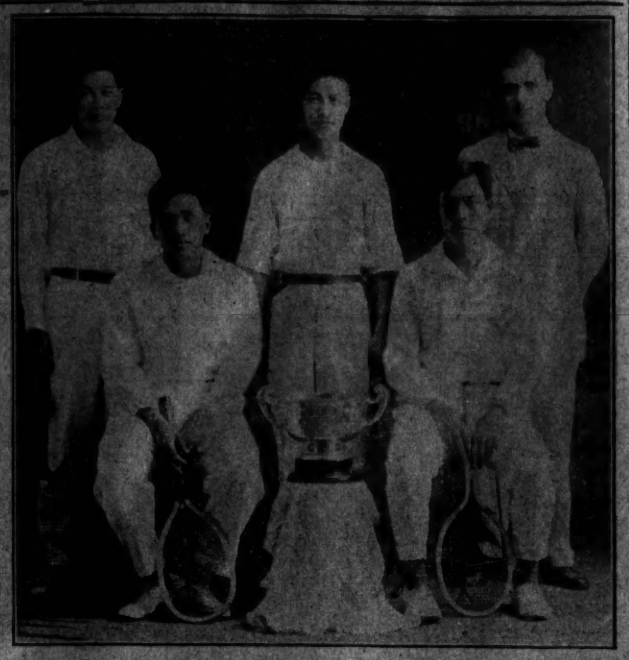
S. M. Police.—J. A. Quayle, T. Foley, J. Rush, J. Adams, H. J. Jefferson, J. Hunter, C. Doyle, W. E. Fairbairn, C. J. Bull and H. W. Yorke. Reserve: R. Ockwell.

Public School Old Boys.—A. V. White and H. Stellingwerff; F. Madar and G. Madar; A. Sopher and C. Barradas; C. E. Ollerdessen and F. Ollerdessen; E. J. Cooke and B. Shirasse.

RACE MEETING NOV. 12-14

The Shanghai Autumn Race Meeting will be held on Monday, Tuesday and Wednesday, Nov. 12, 13 and 14.

East China Collegiate Champions



St. John's University Tennis team, which won the East China Intercollegiate Athletic Association tennis title. Above are K. B. Young, Capt. Z. Y. Ling and W. P. Roberts, coach; below, Z. T. Ling and Z. L. Sung.

S.C.C. Again Beat 'A.' Co. Of S.V.C.

(Continued from Page 1)

W. C. G. Clifford	8	3	25	2
G. M. Billings	12	0	30	1
F. Milner	5	0	30	1

Police Beat Recs.

The "Recs" had a bad drubbing at the hands of the Police, yesterday, Captain Barrett and Quayle alone being almost sufficient to defeat the Club. The Recs opened badly, losing three wickets for 6 runs, but Cooper and Prince added 30 runs before Prince left for 11 runs. Cooper, by hard and free hitting, made 52, collecting 8 fours before being bowled.

Ollerdessen, with 12 not out, was the only other double figure scorer. Quayle, with six for 42 and Fry, four for 34, were the most successful bowlers.

Batting for the Police, Capt. Barrett and Quayle carried everything before them, both hitting several sixes and many fours. Barrett's 59 and Quayle's 57 (retired) were mainly responsible for the victory for the Police by 65 runs.

The scores in detail:

S. R. C.

A. V. White, c. and b. Fry	2
H. J. Ambrose c. and b. Fry	0
T. Wigton, b. Quayle	2
T. Wallace, b. Quayle,	7
H. J. Cooper, b. Quayle	52
E. Prince, b. Quayle	11
R. H. Purcell, b. Quayle	8
T. Main, c. Sale, b. Fry	5
E. Noakes, b. Fry	1
C. E. Ollerdessen, not out	12
R. A. Donaldson, c. and b. Quayle.	5
Extras	15
Total	120

Bowling Analysis

	O.	R.	W.
T. S. Fry	9	34	4
J. Quayle	13.3	42	6
G. Sale	5	29	–

Police

J. Robertson, c. Main, b. H. J. Ambrose	9
F. E. Treacher, run out	1
Capt. E. I. M. Barrett, c. Purcell, b. A. V. White	59
J. Quayle, retired	57
T. S. Fry, b. Purcell	19
G. Sale, b. Wallace	0
W. Fairbairn, run out	12
C. Doyle, c. Prince, b. Purcell	9
J. Mason, c. and b. Wallace	6
G. Adams, not out	5
J. Rush, st. Noakes, b. Prince	2
Extras	5
Total	185

Bowling Analysis

	O.	R.	W.
T. Main	5	22	0
H. J. Ambrose	4	33	1
C. E. Ollerdessen	4	31	0
A. V. White	5	39	1
T. Wallace	5	31	2
R. H. Purcell	3	23	2
E. Prince	0.3	1	1

S. C. C. Flag

The Shanghai Cricket Club announces that in future a red flag will be shown on the S. C. C. Pavilion instead of the green one as hitherto when the ground is closed for play.

Lawn Bowls

The powerful Scottish section of Shanghai Lawn Bowls Club were below their usual form, yesterday and, for the first time since the Club was started, the meek Sassenachs and other lesser ones, combined, claimed a victory over the men from beyond the Tweed—and by no less a margin than 46 points, at which there was no small rejoicing. The detailed scores follow:

Scotland		Rest of Club	
A. D. Bell (skip)		S. Hammond (skip)	
D. Mennie		W. A. Ogden	
J. Malcolm		W. Dutton	
W. J. E. Forsyth		E. Payne	
	15		37
G. L. Campbell (skip)		E. L. Hunter (skip)	
C. M. Bain		J. Scotson	
J. McGavin		W. A. Farley	
D. MacGregor		W. J. Gande	
	10		17
D. M. Graham (skip)		O. Crewe-Read (skip)	
J. T. Dissellduff		F. C. Banham	
D. MacIntosh		E. M. Reid	
J. G. Smeaton	17	T. Harborne	29
J. C. Macdougall (skip)		A. Taylor (skip)	
D. MacDonald		W. Gater	
G. F. Browne		F. Large	
R. R. Hynd	14	G. R. Wingrove	19
J. C. Thomson (skip)		J. D. Gaines (skip)	
J. Valentine		J. J. Sheridan	
A. W. McDewhurst		H. H. Fowler	
Dr. J. W. Ross	17	R. Simmons	30
Total	73		113

Big League Standings

June 8.

American League

	Won.	Lost.	Pct.
Boston	29	14	.674
Chicago	30	15	.667
New York	23	19	.548
Cleveland	25	24	.510
Detroit	19	24	.442
St. Louis	18	26	.409
Washington	17	28	.378
Philadelphia	14	25	.359

National League

	Won.	Lost.	Pct.
Chicago	29	18	.617
Philadelphia	24	15	.615
New York	23	15	.603
St. Louis	24	19	.558
Cincinnati	20	27	.426
Brooklyn	15	21	.417
Boston	14	21	.400
Pittsburg	15	28	.349

Church Services

Holy Trinity Cathedral.—Fourth Sunday after Trinity. July 1—8 a.m. Short Mattins and Holy Communion. 11 a.m. Morning Prayer. Anthem, "Joy and Gladness," Cornelius. Noon. Holy Communion. 6.30 p.m. Evening Prayer.

Union Church.—Sunday, July 1. 11 a.m. American Independence Day. Preacher Rev. F. L. Hawks Pott, D.D.; Vocalist Mrs. Frederick G. Ashley; Chant 109; Anthem "Rejoice in the Lord" (Elvey); Hymns 659, 38 and "America." 8 p.m. Preacher Rev. C. E. Darwent M.A.; Subject Paul and the philosophers; Chant 56; Hymns 212. "Let God arise." 113. 7 p.m. Holy Communion Hymns 478, 492.

Shanghai Free Christian Church.—(Corner of Range and Chapoo Roads.) On Sunday next the services in the above will be conducted as follows:—Morning 11 a.m. by Rev. Milton T. Stauffer, M.A.; B.D. Evening 6 p.m. by Rev. H. W. Flagg, B.A.

Christian Science Society of Shanghai, Masonic Hall. The Bund. Sunday service, 11 a.m. Subject:—"Christian Science." Sunday school, 10 a.m. Wednesday evening, 6 p.m. Reading Room, No. 21 Nanking Road, Room 71 daily, 10.30 to 12.30.

St. Joseph's Church.—Summer Services, Sunday Masses at 6, 7.30, 9 a.m. At 5 p.m. Benediction of the Blessed Sacrament. Masses on week-days at 6, and 7 a.m.

St. John's Pro-Cathedral, Jessfield, Evening Prayer in English at six o'clock.

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SPORTING NEWS SECTION
THE CHINA PRESS

SHANGHAI, SUNDAY, JULY 1, 1917

S.C.C. AGAIN BEAT 'A.' CO. OF S.V.C.

Despite Grand Innings For 88 By Clifford, Claim Win By Five Runs

POLICE EASY VICTORS

Barrett and Quayle Alone Are Almost Too Much For Recreation Club

"A" Co. (British), S.V.C. and the S.C.C. were opposed on the S.C.C. ground, yesterday afternoon and the S.C.C. secured their second triumph over the Volunteers, by 5 runs. Needless to say, the game provided many thrills and it was only the partnership of Tait and Deeks that brought victory for the Club.

Monk won the toss and naturally elected to bat. For their score of 143, the soldiers were mainly indebted to Clifford, who contributed 88 in a most excellent manner. His score of 88 included 12 fours and, although marred by one blemish, it was, nevertheless, a fine display of batting.

Billings' score of 25 was also a praiseworthy effort.

The S.C.C. looked like being beaten till Tait and Deeks became associated and it was mainly due to their efforts that the Club managed to secure the verdict. Both batsmen were afforded many let-offs and, had the chances been accepted, the story might have been a different one.

The scores and analyses were as follows:—

'A' Co.

W. C. C. Clifford, b. Norman	88
F. Milner, b. Foster	1
T. R. Macdonald, c. Norman, b. Foster	0
D. H. Cooke, st. Haynes, b. Deeks	12
G. M. Billings, b. Foster	25
P. D. Sullivan, b. Foster	0
J. E. Cameron, st. Haynes, b. Norman	8
W. J. Monk, b. Foster	1
F. E. Hedges, not out	0
W. H. L. Warrener, did not bat.	
G. F. Forshaw, did not bat.	
Extras	8
Total	143

Bowling Analysis

	O.	M.	R.	W.
W. C. Foster	13.2	3	42	5
S. J. Deeks	13	4	36	1
S. V. Mills	6	1	35	0
E. G. Norman	6	0	22	2

S. C. C.

W. J. Haynes, c. Cooke, b. Macdonald	0
S. V. Mills, b. Clifford	14
C. S. Cheetham, c. and b. Macdonald	24
E. Etheridge, b. Macdonald	2
L. R. Wheen, c. Sullivan, b. Clifford	10
S. J. Deeks, not out	37
E. G. Tait, c. Monk, b. Billings	34
E. G. Norman, b. Milner	5
W. C. Foster, not out	9
E. G. Barnes, did not bat.	
C. E. M. Thomson, did not bat.	
Extras	13
Total	148

Bowling Analysis

	O.	M.	R.	W.
T. R. Macdonald	9	1	27	3
W. J. Monk	8	2	23	0

(Continued on Page 2)

CHIN-CHIN

The Fourth of July

Next Wednesday will be the great Fourth of July.
And should the hot weather continue,
You can bet your sweet life the sun I'll defy
And on the committee's common sense will rely
And turn up at the Whangpoo Road venue.

THIRSTY ALLY.

Zepps!

Ten mighty Zeppelins flying from the Rhine
Met a British aeroplane, and then there were nine.

Nine mighty Zeppelins out very late
Had a warm reception, and then there were eight.

Eight mighty Zeppelins high in the heaven,
One met a French shell, and then there were seven.

Seven mighty Zeppelins in a tight fix,
One broke its back, and then there were six.

Six mighty Zeppelins trying to make a dive,
One fell down in flames, and then there were five.

Five mighty Zeppelins trying to reach the Nore
Came within gunshot, and then there were four.

Four mighty Zeppelins flying o'er the sea,
"One too many" Jack said, and soon there were three.

Three mighty Zeppelins up in the blue,
One had some engine trouble, then there were two.

Two mighty Zeppelins making for the Somme,
One fell into the sea, and then there was one.

One mighty Zeppelin, sorry it had come,
Tried to turn its tail around, and then there were none.

F. F. In *Exchange.*

You Can't Fool Some People Any of The Time

[Received by an Accident Insurance Company.]

Gentlemen: In regards to you about the case of Mr. Frank ——, I am and want to know if you are going to do the right thing with that poor man. If you do the right thing and give him his $10.50c a week and cover all his expenses all's right. But if you do not give him his weekly salary then beware. As there is lots and plenty of good evidence against you people. Don't you think for one minuit that Mr. —— Has no one with him. I And Wee dont care for bull Now take it from me, I'll stick my nose in this. Do you get this. You wanted that poor man to stay in the hospital so's you could go to see him. And make him sign your dope. But you got the hook. You may throw lots of dope to him but remember he am't in this alone and you tell that Guy from the libility law. Respectfully, etc.—*Exchange.*

They pun thusly on Chinese matters in the Chicago Tribune:

Sir: The Saturday Evening Post tells samblythely of a heathen Chinee who "stood squarely behind me, touching my back with his knees most of the time." You probly know the feller—comes from Shankhai. J. E. R.

On Vers Libre

Last week after pay day I got drunk.
I was a linotype operator,
And when I got back on the job,
Still drunk,
Like a fool I ran my copy through like this,
In single sentences—
No paragraphs,
No correct spacing,
Just stuck the lines in where the beer told me to,
With now and then a cuss word as the occasion seemed to demand it.
As a result the foreman fired me and told me not to stick my head in that composing room again unless I wanted it Punched off.
But the next morning, when I got up with my head splitting,
There was a letter from the main squeeze giving me a job on the staff.
So here I am!
I'm a poet!
A writer of vers libre!
Good-night!!

Chicago Tribune.

Connecticut Snakes

A bonfire started by Ernest Hobson of Plantsville in his back yard, which got away from him and burned over a neighboring lot, revealed the presence in the lot of scores of snakes. These included copperheads, black snakes, milk snakes and it is believed one rattlesnake.

Three of the reptiles were burned to death and the others were killed by Hobson. All of the snakes were fairly well grown, it was said.—*New Haven Journal-Courier.*

Can It Be Spies?

There are a great many people suffering with the German measles in this vicinity.

THE JOSS MAN.

INDOOR SPORTS By Tad

I'M BETTING 8 TO 5 THAT HE SHOOTS
HE'S GOT A NICE INDOOR TAN — MUSTA HAD A HARD WINTER
HE'S ONE OF THOSE BIRDS WHO FIGURES THE VELOCITY OF THE WIND, THE DIRECTION, THE EFFECT OF MOISTURE UPON HICKORY ETC.
HE'LL BE ABOUT AS POPULAR AS AN EARACHE AROUND HERE THIS SUMMER-EH AL?
HE'S EITHER A NIGHT WATCHMAN OR A PLUMBER I'M CERTAIN OF THAT
GEE I GOTTA GO TO THE MOVIES TONIGHT
HE'LL NEVER BE PINCHED FOR SPEEDING
HOT COFFEE
OUTDOOR SPORTS
WAITING FOR THE BUG WHO TRIES TO REMEMBER ALL THE DONTS FOR GOLFERS AS HE TEES UP HIS BALL FOR THE FIRST HOLE
MEASURED BALL FOR FIFTEENTH TIME

Swimming Prospects

The 1917 series of swimming events under the auspices of the Shanghai Rowing Club was to have been started next Wednesday, but, owing to the incidence of Independence Day, it has been decided to postpone the first mid-week gala to July 11. Mr. W. J. Gande, the energetic committeeman in charge of the bath activities of the Club this season, plans to organise a practise water polo game on Thursday, the 5th inst. and all those interested in obtaining a place in the Rowing Club's team this year are requested to attend.

The International Swimming Club held its opening meet on Friday last, in the Municipal Baths, when team races between sides chosen from among members of the Club and of the police team, who were the guests of the evening and some water polo practises were indulged in. In the opinion of many of the old-timers, this will be a bumper year for the S. I. S. C., as most of the 1916 natatorial experts are still available, while there is a lot of new talent among members joined up this year.

There is every likelihood of a new organisation putting a water polo team in for the competitions this year, viz., the Shanghai Public School Old Boys, who, under the able leadership of Mr. F. W. Golding, are reported to be regular "sharks."

There are rumors of a water polo league being at last gotten under way this year, under the auspices of the Shanghai Amateur Swimming Association, whose annual general meeting is scheduled for Monday, July 9, at 5.30 p.m., at the Astor House. It is announced that a special shield will be presented by a local lover of sport, for the competition, which should go a long way towards fostering permanent enthusiasm for the game among local devotees of the art of natation.

The Weather

Local thunder and squalls. The maximum temperature recorded yesterday was 94.6 and the minimum 76.8, the figures for the corresponding day last year being respectively 93.4 and 74.2.

NAVY TEAM WINS 11 INNING BATTLE

Sailors Had Busy Day With The Stick, Nicking Tinkham For 15 Hits

SCORE AT FINISH IS 8-5

Winners Come From Far Behind To Tie Score; McGhee Hurls Fine Game

This week has been full of halcyon days for the fan. He saw two hard fought games staged by the Reds and Blues and capped the climax of his joys yesterday by watching eleven innings plentifully peppered with thrills, wherein the Navy triumphed over Shanghai, 8 to 5.

McGhee, hurling for the tars, pitched a corking good game after a discouraging start, when errors mingled with a few hits let in Shanghai scores. From the fifth inning on he allowed only one safe blow. The usually effective Mr. Tinkham had a bad day, the sailor sluggers mussing up his delivery for 15 safeties.

Shanghai had the Navy men blanked, 5 runs to nix at the end of the fifth. Then the mariners turned on the heavy guns and in a terrific two inning attack knotted the count. After that it was an even fight, until the fateful finish.

Wilholt's screaming home run drive over left spelled Shanghai's first marker in the second. A hit by Bills and errors by Hess and Leonard added two in the next. In the fourth Ollerdessen singled, stole second, went to third on Mitchell's bad throw to catch him and scored on Leonard's fumble of Sokall's drive. The Navy shortstop more than made up for his costly preliminary bobbles in the ensuing developments. The landsmen's final tally was registered when Bills was punctured and scored on Wilholt's single to center in the fifth. "Doc" Stephenson staved off a lot of disaster in that frame by knocking down a scorching drive of Ollerdessen's, with men on second and third, for the last out.

Two men were out when the Navy drove in two runs in the sixth. Collins flied to Swift. Brennen hit safely to right. Scott planted his second single in the center garden and Brennen was caught at third, Bills relaying Ollerdessen's throw to Clapp. Leonard then stepped up and put on record one of the longest drives seen on the grounds, clouting the sphere to the Cricket Club and cleaning up the circuit.

In the next session Mitchell lifted a nice one over third and McGhee advanced him with a single to right. A passed ball put him on third and he came in on Luna's hit. Conrad—running for McGhee—going to third. Stephenson flied out and Luna stole second. Collins slapped one to Bills and Conrad scored on the throw in. Luna tried to duplicate but was tagged out ten feet from the rubber. Collins scored on Clapp's error on Tinkham's throw. The next two innings it was

(Continued on Page 2)

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